

# FOR A DEEP WATER SEAPORT.

## Strong Movement Started for the Improvement of Tillamook Bar.

Mr. Russell Hawkins, of The Whitney Co., Ltd., has taken the initiative in the improvement of Tillamook bar, the consequence of which there is a strong movement started to have this project carried to completion as soon as possible.

All the timber owners are now at the back of the movement, for they realize the need of a deep water harbor before they can successfully manufacture timber and market their lumber. Everything that can be done to help along the desired and long overdue improvement should be done, for it will not be long before Tillamook Bay and Tillamook City will become a second harbor for the manufacture of lumber. It is gratifying to know that Mr. Hawkins has such strong backing, and it behooves the people of Tillamook county and a helping and friendly hand, for a deep water seaport will be of inestimable value to the entire county, and especially property owners and those who own farms. The Headlight's slogan from now on is for a deep water harbor for Tillamook Bay and Tillamook City, for the time is not far distant when these projects will be carried through to completion.

Detroit, Michigan, Dec. 10th '08.  
W. C. Hawley, House of Representatives, Washington, D.C.  
DEAR SIR.—Having been requested by those interested, as we are ourselves, in the opening up of Tillamook Bay, Oregon, to state our views on the subject, we take this first opportunity of writing you as Tillamook's Congressman that we are most heartily in accord with any movement that will place Tillamook County where it belongs. We wish to state plainly our conviction, gained through personal visits to the shores of Tillamook Bay itself, and through traversing the mountain range back of Tillamook by all ways possible for rail routes to take, that the county will never be able to ship lumber cheaply until it has secured a deep and permanent outlet by water. We consider railway development in that county premature until proper water shipping facilities at the only logical point of termination of the roads, the seal end on Tillamook Bay, are under construction on a becoming scale. Our findings tributary to Tillamook Bay are well as compared to several other interests, but we could probably keep a mill going for twenty years once commenced to cut. And it is safe to say we and others able to hold on and make a single operation until we have seen sea going freighters leave the harbor with plenty of water beneath them.

The market that Tillamook County is entitled to is no local one, reached only by railroads that must of necessity charge heavy freight rates if they commence their distribution of Tillamook's resources by an up hill pull to reach the Tillamette Valley on the other side of the mountains, but it is rather the maritime world at large. Hong Kong, Sydney, New York, London and Antwerp, all of which points we want to reach, and some day shall reach, at freight rates better than that now in vogue between Portland and Chicago.

Whether or not the Tillamook county takes its place among other favored localities through being provided as it ought to be with a deep waterway is up to us of the present generation, and especially to our representatives in Congress. Other places have got their projects through, but to date Tillamook has been neglected, although it is hard for us to see why some places have hitherto received attention, where the necessity cannot have been so pressing, nor the practicability so apparent.

We know of course that you as a resident of the locality are acquainted already with what is the matter with Tillamook, but we wish in this letter, if possible, to state our sincere beliefs and intentions beyond the possibility of mistake. The business that will make Tillamook rich and prosperous in such a degree that her present day healthy carrying pursuits will then appear dwarfed by contrast has not yet begun, and will not until the desired water way is a reality.

Yours, respectfully,  
EDMUND HALL LAND COMPANY.  
(Signed)

### THE BANK OF CALIFORNIA.

Portland, Ore., Dec. 10, 1908.  
Hon. W. C. Hawley, House of Representatives, Washington, D.C.

DEAR SIR.—Tillamook Bay, we are informed that an active movement is on foot among residents of Tillamook, and owners of the adjacent bodies of timber land, with a view to the improvement of Tillamook Bay so that vessels of moderate draft can cross in from and out to sea, and we take pleasure in going on record to the effect that a such improvement we consider is a very necessary and most worthy one, having in view the marketing of the timber products of the adjoining counties, for, as you are doubtless aware, the counties between this city and the sea contain the largest body of standing fir timber in the Northwest. We are informed that you have signified your readiness to ask that a "project" be supplied by the engineer's department, and we can only add that we most assuredly deem the improvement worth the serious consideration of the government.

Yours respectfully,  
WM. MACRAE,  
Manager.

### MORRIS BROTHERS

Chamber of Commerce Building,  
Portland, Ore., Dec. 12th, '08.  
Hon. W. C. Hawley, House of Representatives, Washington, D.C.

DEAR SIR.—Being largely interested in Oregon, its waterways and other interests, we appeal to you to use your influence where consistent for the development of the Tillamook country and to push the project for the opening up of the Tillamook Harbor.

Having great confidence in that section we recently bought the bonds of the City of Tillamook issued for the installation of its waterworks system, appreciating that district is a very rich one, and with deep water facilities will be a great help to the State of Oregon generally.

All the water-ways of Oregon need the attention of our Representatives and the business element of Oregon will

greatly appreciate your efforts to further the development of them.  
With much respect, we are respectfully,  
MORRIS BROTHERS.

Portland, Ore., Dec. 14th, 1908.  
Hon. W. C. Hawley, House of Representatives, Washington, D.C.

DEAR SIR.—We have been informed that there is a movement on foot by those interested in the country tributary to Tillamook Bay to ask the government to establish a project to develop and improve the Bay, so as to aid in furnishing that section with navigation by water.

We know that there is a vast amount of timber tributary to the bay which would be shipped from that port, could vessels of deeper tonnage reach the wharves, and we think it is time for the government to do something to aid these people. We would therefore heartily recommend the project to develop and improve the Bay, so as to aid in furnishing that section with navigation by water.

Very truly yours,  
(Signed)  
FRANK WATSON,  
President of Merchants' Nail Bank.

Astoria, Ore., December 24, 1908.  
Mr. Russell Hawkins, The Whitney Co., Ltd., Portland, Oregon.

MY DEAR SIR.—Enclosed herewith I hand you copy of letter to the Board of Engineers for Rivers and Harbors, Washington, D.C., in which I ask you to think I can do in the way of protecting the interests of Tillamook and vicinity I will esteem it a great favor if you will call upon me. Any suggestions will be gratefully received.  
Yours very truly,  
S. E. ELMORE. (Signed).

Astoria, Ore., Dec. 24, 1908.  
Board of Engineers for Rivers and Harbors, Colorado Building, Washington, D.C.

DEAR SIR.—For many years I have been heavily and perhaps more directly interested in commerce going into and out of Tillamook Bay than any other one individual.

Up to this time the needs of Tillamook people have been met by small steamers, although the depth of water had over bar and in channels being at times uncertain and insufficient to permit regular service. My letter of March 14th, 1908, dealing with conditions of the inner harbor and appropriations necessary was based upon the proposition that as long as there were no bar improvements, the recommendations of Col. Roessler had my endorsement.

I have information from unshut reliable sources that owners and capitalists interested in the manufacture of timber and paper products from spruce, fir and hemlock are in real earnest and desirous of developing large manufacturing operations on Tillamook Bay.

I believe to properly foster and permit of the development of these plans your esteemed body will be called upon to furnish a fifteen or twenty foot channel over Tillamook bar, this permitting vessels of deep draft to distribute manufactured products to the markets and parts of the world.

I heartily recommend that you give this important proposition your serious consideration and sanction, for, no up-building of industrial concerns depending upon off shore ships can hope to be successful without bar improvements.

Yours very truly,  
PACIFIC NAVIGATION CO.  
By S. ELMORE, Pres.

HOUSE OF REPRESENTATIVES,  
Washington, Dec. 11, 1908.  
The Whitney Company, Ltd., Portland, Oregon.

GENTLEMEN.—Yours received in relation to the improvement of Tillamook Bay.

I certainly should feel favorable to any reasonable improvement to this bay. There is a very large amount of timber, whose natural outlet would be by sea, and the government should improve the harbor, so that it can be handled very cheaply.

I wish to remain yours very truly,  
(Signed) N. P. WHEELER.

THE WHITE HOUSE,  
Washington, December 19, 1908.  
MY DEAR SIR.—Your letter of the 14th instant has been received and by direction of the President has been referred for consideration of the Secretary of War.

Very truly yours,  
(Signed) WM. LOEB JR.,  
Secretary to the Pres.

Mr. Russell Hawkins,  
Coach Building, Portland, Ore.

COMMITTEE ON AGRICULTURE,  
House of Representatives, U.S.,  
Washington, D.C.,  
December 17, 1908.  
Mr. J. C. Ainsworth, Pres. U.S. Nat'l Bank, Portland, Oregon.

MY DEAR SIR.—I sincerely appreciate your interest in the Tillamook bar and harbor and assure you that I will keep busy until we have secured the proper

development of that water-way, and I believe the conditions are growing more favorable. I have just introduced two bills, one providing for an appropriation of \$10,000 to repair dikes, and \$5,000 annually for maintenance, and the other providing for a survey and report of two projects for fifteen and twenty feet of water on the bar at mean low tide, and a corresponding depth inside and in Hoquarton Slough, and shall press them upon the Rivers and Harbors Committee.  
With best wishes, I am truly yours,  
(Signed), W. C. HAWLEY.

IN THE HOUSE OF REPRESENTATIVES,  
December 16, 1908.  
Mr. Hawley introduced the following bill, which was referred to the Committee on Rivers and Harbors and ordered to be printed.

A BILL,  
Providing for a survey and new project for improving the Tillamook River, Oregon, bar and bay, and Hoquarton Slough to Tillamook City.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to cause to be made a survey and estimate of cost, and to report a project whereby channels of fifteen and twenty feet in depth, respectively, at mean low tide may be maintained on the bar of the Tillamook River in Oregon, and corresponding depth may be maintained in the bay thereof, and in Hoquarton Slough to Tillamook City.

IN THE HOUSE OF REPRESENTATIVES,  
December 16, 1908.  
Mr. Hawley introduced the following bill, which was referred to the Committee on Rivers and Harbors and ordered to be printed.

A BILL,  
Providing for repair of dikes and maintenance work on Tillamook Bay and Hoquarton Slough, in Oregon.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, appropriated, out of any money in the Treasury not otherwise appropriated, the following sums of money:  
For repairing dikes in Tillamook Bay, in Oregon, ten thousand dollars.  
For maintenance work in said bay and in Hoquarton Slough to Tillamook City, five thousand dollars annually.

Sec. 2.—That the money hereby appropriated shall be expended under the direction of Secretary of War.

COMMITTEE ON AGRICULTURE,  
House of Representatives, U.S.,  
Washington, D.C.,  
Dec. 18, 1908.

Mr. Russell Hawkins, Portland, Ore.  
MY DEAR SIR.—Replying to your telegram of December 17, 1908, I shall do all I can for the Tillamook country, as I am confident that its future will justify liberal appropriations for improvement. I enclose copies of the bills I have introduced.

With best wishes, I am truly yours,  
(Signed), W. C. HAWLEY.

MIAMI LUMBER COMPANY,  
San Francisco, Cal., Dec. 21, 1908.  
The Whitney Company, Ltd., Portland, Oregon.

GENTLEMEN.—Your favor of the 4th inst., to our Hobsonville office was set to us for a reply. We are pleased to note you have taken up the matter which should be of interest to all the timber holders and residents of Tillamook County. We enclose a copy of letter sent Hon. W. C. Hawley to-day in this connection, which we trust will have the desired effect. We have written different members of our Company who reside in this and other states to take up the matter with any one from their district who might be in a position to assist in getting an appropriation.

Yours very truly,  
(Signed), L. A. GANAHU.

THE MIAMI LUMBER COMPANY,  
San Francisco, California,  
December 21, 1908.

Hon. W. C. Hawley, House of Representatives, Washington, D.C.

DEAR SIR.—We understand you are going to ask to have Congress authorize the proper department to bring forward a project for improving the water channel over the bar in Tillamook Bay, Oregon. We have a saw mill at Hobsonville, Oregon, which depends on water shipments, and on account of the conditions of the bar we have had to pay a much higher rate of freight to vessels than what we would if improvements were made in the form of a south jetty which would keep the bar from shifting.

There seems to be plenty of water for deeper boats than we have been able to secure for that business. The great trouble is, however, that the channel shifts North or South, and vessels have to be of such a light draft that they can get in or out even if they would not know just where the channel was located. There are very few boats on the coast that fit in on this business with the existing conditions, and if proper improvements were made we would increase the output of our mill and feel confident that several other saw mills would be erected in that locality, for there is a vast amount of timber tributary to Tillamook Bay and the five rivers which run into it.

Str. "Bandon" made one trip to Tillamook Bay this year. On account of the depth of water the vessel was able to load more lumber than she had loaded heretofore at light draft ports. The Captain and owners were so well pleased with the conditions up to the time that the vessel crossed the bar outward that they wanted to run here steadily. In going out the vessel was probably not more than 100 feet out of the channel, got on a sandbar losing the major portion of her deckload, and sustaining considerable damage. At the same time there was at least 18 feet of water on the bar, and if there had been a North and South jetty of course the channel would not have been able to shift.

Don't want to ask for too much at one time and are of the opinion that if a South jetty was built the general conditions would be improved enough to take care of the increased amount of business that could be expected within the next few years.

Wishing you success in your undertaking, and hoping that your efforts will result in getting the appropriation which is so badly needed, we are  
Yours very truly,  
MIAMI LUMBER COMPANY.

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P. F. BROWNE, Salesman.

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