

START THE NEW YEAR RIGHT--"BOOST FOR INDUSTRIES"

\$15,000 Wanted! 8 Per Cent Investment!

THIS MONEY WILL BE INVESTED AND PUT INTO
CIRCULATION IN TILLAMOOK CITY AND VICINITY

150 Shares at \$100 Per Share

Payments \$10 Down, \$10 Each Month

Milk Sugar Factory For Tillamook

Meeting at Commercial Club Appoints
Committees to Perfect Plans to
Float \$15,000 Stock

At a meeting in the Tillamook Commercial Club Thursday evening called by President Shrode for the purpose of putting the milk sugar factory proposition before the business men of this city the securing of this industry was generally discussed and plans made to secure for the promoting company the required amount of \$15,000.00 to secure this industry.

The plant will require about three acres of land for the site and the buildings will cost about \$12,000 to \$13,000 which was explained by Mr. A. H. Hill of Los Angeles, who has been here several months assisted by Mr. Burt Severance in securing contracts on whey from various factories, from which the milk sugar is manufactured.

After explaining the situation in detail as regards the requirements and the amount of whey necessary to make

the venture a profitable one for his company, Mr. Hill stated that at this time about half the required amount of whey necessary had been contracted to the plant for fifteen years. It is the plans of the company to establish in Tillamook County several crude sugar factories just as soon as assurance is given his company that the amount of raw material necessary has been secured. The cost of the plant would approximate about \$50,000 invested and employ from twenty to twenty-five men. It was also stated by Mr. Hill that he gave his positive assurance that in not to exceed five years that a large refinery would be established in Tillamook for refining the crude sugar on this coast, as it is at present this would all have to be shipped to their refineries in the East.

Owing to the fact that the required amount of whey has as yet not been secured, the associates of Mr. Hill, in New York City, make a demand upon the Tillamook people that they take care of \$15,000. to secure the necessary site and construct the buildings for the plant, before they will establish the factory here. This plan was explained and it was decided to float a \$15,000 stock issue the amount being divided in 150 shares of \$100. each said

amount being payable in installments of \$10. per month or more as seen fit by the subscriber. This stock subscription plan was generally accepted and approved by unanimous consent as the stock will go for the manufacturing site and buildings, which will be rented to the Milk Sugar Company at an annual rental of \$1200. per annum on a lease-bond for fifteen years, thus ensuring a profit to the subscribers on their stock of 8 per cent per annum. The lessees of the plant have the option of purchasing at cost price, plus the 8 per cent interest the entire property on or before the fifteen years, and should the required amount of whey be secured that figures are based on for August 1912, then the Milk Sugar Company agree to purchase the plant as soon as that amount is secured.

The following committees were appointed Messrs H. T. Botts, F. R. Beals and W. C. King to represent the Commercial Club; Messrs Preston Marolf, of South Prairie; Charley Kunze, of Fairview and Mr. Boquist of Wilson River. Rollie W. Watson was also appointed to act for and work in conjunction with the above named committees. Mr. P. W. Todd was appointed treasurer.

(See any member of Committee if interested.)

After general discussion a pledge was made and signed by,

H. T. Botts.
D. L. Shrode.
Jones—Knudson.
P. W. Todd.
W. G. Tait.
F. R. Beals.
W. M. Harrison.
E. M. Bales.
G. H. Ward.
T. H. Goyens.
Rollie W. Watson.
Frank Severance.
W. C. King.
P. E. Marolf.
H. B. Johnson.
Sidney E. Henderson.

The meeting adjourned to meet again Friday afternoon at 1:30 p. m.—Tillamook Herald, Dec. 13th.

The effort that is being made to float a \$15,000 investment proposition among local people for the purchase of a site and the construction of a building for a crude milk sugar factory seems to be meeting with considerable encouragement. What Tillamook City needs is a pay roll, and while the proposed factory will employ only about 25 men at the beginning, it will at least be a start in the right direction and ultimately be a great benefit to us. The establishing of a crude milk sugar factory, which uses as its raw material

the whey from our cheese factories, will forestall to a considerable extent the erection of a milk condenser here and aid greatly in the perpetuation of our present cheese organization which is a strong factor in keeping the price of butter fat at its present high price. We understand that the building to be erected by local capital will be built of cement, the construction of which will give considerable employment, which, together with the \$50,000 that the company will also invest, will be quite an aid to Tillamook at the very beginning.

Cut out this Coupon and mail, or see

ROLLIE W. WATSON
Todd Hotel

I want new industries for Tillamook County. I would like to subscribe for stock and wish to make an appointment and have the proposition explained further.

Name _____
Address _____
Phone _____

ATTEND TO THIS TODAY!

IF YOU ARE INTERESTED IN SECURING INDUSTRIES---SUBSCRIBE AT ONCE!

RAIN AND WIND DOES DAMAGE.

Slide Wrecked P.R. & N. Passenger Train Sunday.

The first heavy rain and wind storm this season made its appearance on Sunday, which had failed to come on schedule time and was a month behind those annual occurrences which help to give Tillamook County a large per centage of rain fall. Although the rain storm was not of long duration, it put all the rivers on a rampage, causing them to overflow on Sunday, the whole of the Trask and Wilson bottom lands being under water that night, which somewhat receded early next morning, but the water was not as high as it was two years ago. The most serious thing on account of the storm on Sunday was the slide which wrecked the passenger train that left here that morning, and numerous slides that have crippled the P.R. & N. railroad and the mail service. The last mail to arrive here on the train being Saturday.

The P. R. & N. dock and warehouse had about a foot of water covering the floor Sunday evening, and as there was some freight in the warehouse, this was more or less damaged.

Another hard blow took place on Monday night, when the storm was a repetition of that which blew the previous night, but the rain, though heavy at times, was not as continuous, although the wind had more velocity than the previous night. It was accompanied with heavy thunder and lightning.

Bridge Damaged.

What is known as the Cross bridge across the Wilson river has a kink in it as a result of the freshet on that river. Drift wood and logs congregated against it and it was thrown out of place about 6 feet. Road Supervisor Alderman thinks he will be able to save the bridge, but nothing much can be done at present to build new piers.

Wires Down.

What added to the situation of no railroad or mail service, the wires of the Western Union and the Pacific States went down and Tillamook was without telephone or telegraph service. The wires of the

Western Union were working part of the time the first of the week, and a few messages managed to get through late Monday night, but since then the line has been dead as far as this city is concerned.

P.R. & N. Train Wrecked.

The outgoing train on the P.R. & N. on Sunday morning met with a serious accident, which, fortunately, was not more serious. After passing Mohler, and while the passenger train was proceeding slowly, a slide from a gorge struck and wrecked it, and although it damaged some of the cars, the passengers and train crew escaped with but few bruises and cuts. The cause of the accident was a slide in a gorge which are of frequent occurrence after heavy rain storms in this section of the country. On this occasion the water from the heavy rains caused a dam for a time, and when it broke loose it carried logs, brush and earth before it at a time when the train was passing that point, and had the slide been as large as some which have occurred here in other places it would have buried the train in the debris.

County School Superintendent W. S. Buel, who was a passenger on the train, gives this description of the accident:

"We had reached a point about a quarter of a mile east of Felix Roy's place near Mohler. At this point there is a bluff about 300 feet high with a gorge which had a stream of water. On the other side of the track is the south fork of the Nehalem river with a small stretch of land between them. The first warning I had was a rumbling sound and then the car lurched toward the river. I saw mud and dirt rushing under the side of the car. I made a rush toward the door, as I expected the car to turn over. As I reached the door I saw more of the slide coming down the bluff, and I sprang from the car toward the river, and succeeded in reaching a place of safety from the side and the cars about 100 feet distance. Turning back, I then saw that the smoker, baggage and tender to the engine were overturned, laying on their sides. The only portions of the train which remained upright were the engine and rear chair car. The cause of the wreck was from two logs which had apparently lodged in the gorge and lay lengthwise. It was thought

that brush had collected behind the logs in the gorge and the heavy rains forced a slide. The first log struck the smoker on the side and made a hole in it, and the second log, which was about 100 feet long and three feet in diameter, went between the smoker and the chair car. It broke the coupling and pushed the front end of the chair car from the track, but which prevented it from falling over. The conductor, E. E. Bentley and the brakeman, W. A. Davis, were in the vestibule and were thrown off the train in front of the slide. Bentley was forced through a wire fence by the mud and water, rolling him over. His hands were severely cut and the sleeve of his coat torn open. Davis escaped any injury and did not fall. Bentley, as soon as he was able to get up immediately began making inquiries about the passengers. When he found no one was seriously injured he wired for a relief train. The first to see the slide start was the fireman Charles Wilkinson, and he called to the engineer, Ed. Wilkinson to 'full steam ahead,' thinking that the train would get past before it would reach it, as it moved slowly for a short distance, but came down with much force after The passengers on the train were: Louis Laberwich, Morris Schnal, Carl Haberlach, Will Goeres, J. A. Dawson, W. B. Gordon, Frank Rhodes, Emma Swenson, Daisy Allender, Charles Ray, W. S. Buel, Tillamook; J. O. Bozorth, Thomas Edwards, Bay City; J. R. Lamb, S. M. Batterson, Nehalem; J. H. Smith, Bar View; Grover Henrickson, Harry Hart, Vancouver, Wash.; Mrs. W. B. Barkley, Regina Willett, Joe Hendrick, Portland; Frank Howard, Seattle; E. M. Garbett, Dallas; F. J. Gattrell, Manhattan Beach.

"There was no one seriously injured, the women escaping without a scratch, while others of the passengers were cut with glass and bruised some, the most serious being Joe Hendrick, who was hurt in the hip, and was unable to travel and stayed at Wheeler.

"After the accident the passengers and train crew went to Felix Roy's out of the storm, where they were protected. Misses Allender and Swenson turned themselves into nurses and dressed some of the wounds until the relief train arrived, about 1.30, with Dr. Hawk and nurses Hilma Anderson and Inez Bozorth, the latter volunteering her services. E. L. Rector, Alva Finley and O. E. Lommen were also

on the relief train. Finding that no one was seriously injured all the passenger boarded the relief train and were taken to Wheeler, where they were quartered in the Zimmerman Hotel for the night, and from there they were brought to this city next day.

"The passengers feel grateful to the train crew for the services they rendered them and to Felix Roy for the protection of his home, also to Misses Swenson and Allender for their services in attending to those who had wounds and in helping to make the passengers comfortable at Roy's."

Dairy Lands for Sale.

161 acres choice dairy land, partly improved, good pasture, easily cleared, plenty spring water, no hills, no rocks. Dandy barn, good community, and market for milk 12 miles from Salem and 2 miles from Aumsville. Will sell all or part. \$80 per acre Terms 1/3 cash. Rosenberg Bros., Aumsville, Ore.

Administrator's Notice to Creditors

NOTICE IS HEREBY GIVEN,—That the undersigned, Joseph Durrer, has duly been appointed administrator of the estate of Joseph Anton Hirliman, deceased, by the County Court of Tillamook County, Oregon, and all persons having claims against said estate are hereby notified and required to present the same to the undersigned, together with due proof thereof, within six months from this date.

Dated December 23, 1912.

JOSEPH DURRER,
Administrator of the Estate of Joseph Anton Hirliman, deceased.

For Exchange.

Near \$30,000 worth of first class property located in Vancouver and Portland to exchange for farm, or dairy ranch near Tillamook, or in the Coos Bay country. Part of this property is the Homewood Hotel, in the best location in the city and doing a good business. Lot 50 x 100 and 36 rooms, located just across street from the post-office in Vancouver. Electric line from here to Portland, one good 10 acre tract and 4 good lots located on car line close in.—Address B. S. Woodruff, Homewood Hotel, Vancouver, Wash.

The Philadelphia Housewives' League has shown the country how to do it, and the Pennsylvania State Government has sent an inspector to find the source of their supply of cheap eggs. The hen naturally occurs to the mind as the most ready answer to the question.

EDNEY E. HENDERSON,
President.

JOHN LELAND HENDERSON
Secretary-Treasurer
Attorney-at-Law and Notary
Public.

Tillamook Title and Abstract Company

(INCORPORATED).

Law : Abstracts: Real Estate
Surveying ; Insurance.

BOTH PHONES. TILLAMOOK, OREGON

**Build your house
from lumber**

bought here and thus insure permanent satisfaction and freedom from the many repair bills that always follow the use of poor or unseasoned lumber. Better try our lumber and be done with it than to buy poorer and then be continually paying for repairs. The best is always the cheapest.



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