

TILLAMOOK HEADLIGHT

TILLAMOOK COUNTY'S OLD TOLL ROAD

Now that there is possibility of the old Trask toll road, which was abandoned some years ago as a throughfare being made a short route for general travel between Tillamook and the Willamette valley, in the near future, it would not be amiss to recall some of the history of the old road, which served its use in the days of the horse team and wagon, when its mud holes and precarious bridges and generally primitive condition as a road, made travel slow, and at times hazardous.

In connection with the beginning of the road as a horse trail, and later as a toll-road, the names of Quick, Maddox, and Crenshaw are associated with its development and operation.

All seem to agree that Billy Squires was the first man to carry the United States mail from Tillamook over this road to North Yamhill, and that to John Maddox belongs the credit for operating the first stage line, when both mail and passengers were conveyed over the road. The owners of the toll road have been numerous. The toll road was established in 1871, when the state legislature appropriated the sum of \$10,000 for its initiation. The bonds were sold at fifty cents on the dollar, and \$5,000 was made available for the purpose, and authority was granted to make of it a toll road, and the right to own and operate was given to James Quick, who, with his son, Thad., took the first toll on the road.

Previous to this road, however, Truman Harris built a trail from South Prairie that had its terminus at Jones's mill in Yamhill county; but it never was used for wagon travel. It was graded at both ends for a distance for wagon travel, but in 1865, the road was practically ruined by a big forest fire that littered it with fallen trees, and Mr. Harris, after spending \$6,000 in an attempt to make a road to the valley, abandoned the project, so that the Trask road was really the first wagon road to the Willamette valley.

The Quicks operated it for a number of years. Later John Maddox initiated the first stage line from Tillamook to North Yamhill, about the year 1884. Before this time Myron Perkins carried the mail on horseback over the road. Later, Leonard Crenshaw bought the toll road, coming from the state of Washington. The Crenshaws traded their Washington homestead for the toll road, and when they came in, the women rode on the work horses, and the father and boys walked in over the road. The elder Crenshaw had just \$20, a sack of flour, and his wife, and five children. The road proved to be a good paying investment, as travel this way soon picked up. Later, Henry Crenshaw, afterwards one of the best sheriffs the county ever had, began to drive the stage. His schedule was to leave Tillamook at 4 o'clock in the morning; and started back here at 4 o'clock from the valley end of the route. Usually it took about 12 to 13 hours to make the trip each way. The Crenshaws came in the late Seventies, and Henry soon became an expert driver of four horses, and a Concord stage. He drove on the road for four years, and relates that one winter the snow was 22 feet deep at "Dead Man's hill," and that 14 men were employed to transport the mail quite a distance on snowshoes during that period; each man carrying from 30 to 40 pounds. On one occasion, a sack weighing 65 pounds remained, and as Henry was the last man on the ground, he shouldered the sack and carried it a long distance to where the stage could operate. That winter, a man by name of Wagner lost his life while attempting to walk in, owing to the snow, cold weather, and hunger. Several years later, two boys perished on the same road, when but a short distance from a stage station.

In operating the stage, horses were changed twice on the road, each way. Among those who either owned or operated the old Trask toll road, were James Maddox, Phil Messner, a man named Harper, Dick Gaunt and George Grayson. The latter was the last to operate a stage and mail line over this road. Quick and his son, were the first to conduct the toll road. Grayson bought the road in 1896, and sold his interests, when the railroad was built in to Tillamook, the train bidding in the mail contract after that date.

During Grayson's ownership, the road was well patronized, and many prominent men passed over the line, and stopped at the Trask house, where Mrs. Grayson, won hearty approval for the excellent meals furnished the always hungry travellers. Many Portland fishermen spent vacations at the Trask house, and Bob Jennings, a famous fly fisherman of the older days, never failed to spend a month to two months at the Trask house for a consecutive period of twenty-five years. Others were Jas. Laidlaw, British consul at Portland,

and Doctors Wilson and Panton, prominent physicians who spent their outings on the limpid upper waters of the brawling Trask. Judge George H. Burnett, now on the state supreme court bench, used to have a horse sent out to him at North Yamhill, which he rode over to the Trask house, on his way to hold court in this city. Senator Geo. E. Chamberlain, and Binger Herman, the latter for many years a Congressman, quite often left their signatures on the Trask house register, on their way over to look after political fences on this side of the summit.

There were times when deep snows on the summit made it imperative to carry the mail on horses up the east slope of the mountains from Fairview to the Trask house, a distance of 17 miles, and often the men suffered real hardship in their efforts to get the mail through on time. Grayson quit carrying the mail in 1911.

The latter relates that when he had the Trask toll road, a flood occurred in 1896. The date was November 14th, and the whole country was flooded in the Tillamook valley. The county bridge over the north fork of the Trask went out on the above date, and that stream ran full to the banks, and the roar of the water was almost deafening on the banks, as it foamed, and swirled and eddied on its way to the ocean. Nothing like it had occurred, states Mr. Grayson, for twenty years previous, and it created a bad situation for the mail carriers. On the east side of the river were five teams and wagons, bound for Tillamook and other parts of the Tillamook valley. Among the persons thus shut off from completing their journey to the "salt chuck ullahee" were W. N. Vaughn and wife, two of the command John Day of Bay City, and others

whose names were not remembered by the narrator.

"I stood and watched the roaring gap of water," said Grayson, "and the thought came to me that I was 'broke.'" I realized that it would take two or three months to get in another bridge. How was I to get the mail to the stage and the men on the other side; and how were teams to get over the bridgeless stream?"

"The travellers proposed several ways to overcome the mail problem, and finally I evolved an idea. I went back up to the Trask house and sent a man to North Yamhill for a supply of rope cable. The next day the rope arrived, and I got a long fish line and tied a chunk of lead to it, and seeing a boy about 15 years of age on the Tillamook side of the stream, I

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COW TESTING IS TALKED

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average of production in butterfat of any cows in the state. In the Willamette valley a cow must produce 250 pounds per year in order to pay the owner for the animal's keep. "It is a fact," said the speaker, "that a high producing cow eats less than a low producing cow. Cows required succulence the year around, and while ordinarily Tillamook pastures afforded this requirement, yet in dry years silage or roots or other succulent rations should make up for a deficiency of such pasture feed. Silos are valuable—corn is considered best—but more milk per acre per cow is produced by cats and vetch. Carrots have a high value, and beets and sunflower were also recommended." The values of the different feeds in combination were shown on the charts.

The starches produce fats, and the proteins give the milk flow. These elements should be properly balanced to get the best results for the production of butter fat.

The speaker showed the relative value of cow butter and oleo products, and the illustration involved a comparison, in which the cow came out with flying colors.

"When butter gets too high in this country," the speaker said, "New Zealand Canada and other countries ship in large quantities of foreign butter. The idea was to meet this competition with an increased production by every cow in the herd."

The speaker was heartily applauded at the conclusion of his talk. President Gienger made the statement that every grocery store in the county had signed an agreement not to sell oleo-margarine to the public, and that the newspapers had also agreed not to publish oleo advertisements.

On motion, the meeting voted to continue the present officers of the association for another year, as a reward for their good work in assisting

to ban oleo from the stores, and oleo ads from newspapers of the county. Mr. Gienger stated that no one had refused to sign the agreement presented during the campaign, just finished.

The meeting then adjourned to meet at the call of the president.

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A Business Story

Rich in meaning to every motor car buyer How Studebaker reached the heights

THE story of Studebaker has been told by many men in many ways. Now let us tell it to you.

Studebaker growth has in late years been Motordom's sensation. Sales have mounted until last year 145,000 buyers of quality cars selected Studebakers. They paid over \$200,000,000 for them.

All must realize that a new situation has arisen in high-grade cars. You who are interested should now analyze the reasons.

72-year traditions

The Studebaker principles have become traditions in their 72 years of existence. They have never wavered. In all changing conditions they have brought new lustre to that name.

Men come and go, but a name like this becomes a heritage to foster and enhance. That's what we've done — we who have that name in keeping for a time.

Studebaker has always been a leader. For two generations it led in horse-drawn vehicles, now products of the past.

Most of you remember Studebaker carriages — queens of their time. They were used by multitudes of people who loved quality and style.

When motor cars succeeded them, Studebaker became the logical leader in that field. Any other place would have been an anomaly.

The only way to the top

A concern of this age has one fact ingrafted in its fiber. The only way to leadership is through super-service.

The leader must excel in all you seek — in quality, in beauty and in value. There is no other way to the top. Every stretch of the road is strewn with wrecks of those who tried another.

What others say — not what you say — determines your place in the long run. In every field of endeavor one must accept that fact.

We had the money, the plants, the prestige. We had the incentive of Studebaker traditions. In time we secured the men.

We told those men to build for us the utmost in fine motor cars, regardless of all costs. We pledged them our good faith and our resources.

The cost was \$50,000,000

We built new factories — modern plants. We fitted them with new equipment — 12,500 up-to-date ma-

15% to conform to those standards exactly.

We invested \$8,000,000 in a drop forge plant to make all our own drop forgings. \$10,000,000 in body plants, to build all bodies to our standards.

We employed 1,200 skilled inspectors to see that all standards were fulfilled. There are 30,000 inspections on Studebaker cars during manufacture, before they go out from the factory.

That's the whole story

That's about the whole story. We simply followed the never-changing Studebaker principles. We gave to our buyers the utmost — values they could not match. Then they turned by tens of thousands to Studebaker cars.

Over 750,000 of those cars have gone out. Their performance has developed a demand for 150,000 per year.

Every increase in sales brought a lowered cost, which we promptly gave our buyers. Today these fine cars are offering values which no rival can approach. They have made us the world's largest builders of quality cars.

We deserve a hearing

Now we deserve a hearing. All who consider a car at \$1,000 or over should learn what Studebaker offers. That in fairness to yourself and us. Check one by one the advantages we offer. You'll find them by the score.

Remember that 145,000 who did that last year chose a Studebaker car. There are nine chances in ten that you'll do it.

Consider our record, our accomplishments, our policies and principles. Consider that we have \$90,000,000 at stake on satisfying men like you. Don't buy a car in this high-grade class without seeing what we give.

Find Out Why

People paid over \$200,000,000 last year for Studebaker cars.

The result is now a demand for 150,000 per year.

Over \$50,000,000 in modern plants and equipment to build the finest of fine cars.

One of these cars, built in 1918, has run 475,000 miles. That means 80 years of ordinary service. In December this car made the trip from coast to coast.

chines. Of the \$50,000,000 in our plants and equipment, \$32,000,000 has been invested in the past five years. So it represents the last word in efficient manufacture.

We established a Department of Methods and Standards, to fix for every Studebaker detail the maximum of quality.

We created a Bureau of Research and Experiment, employing 125 skilled men. They make 500,000 tests per year to maintain our supremacy.

They fixed countless standards, including 35 separate formulas for steels. Then on the most important steels we offered makers a bonus of

Table with columns: LIGHT - SIX, 5-Pass, 112" W.B., 40 H.P. Touring, Roadster (3-Pass.), Coupe-Roadster (3-Pass.), Coupe (5-Pass.), Sedan

Table with columns: SPECIAL - SIX, 5-Pass, 119" W.B., 50 H.P. Touring, Roadster (2-Pass.), Coupe (5-Pass.), Sedan

Table with columns: BIG - SIX, 7-Pass, 126" W.B., 60 H.P. Touring, Speedster (5-Pass.), Coupe (5-Pass.), Sedan

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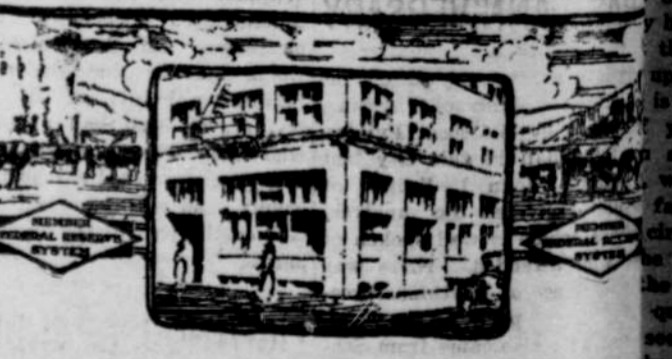
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Many of us have paid our bills promptly when due and find that the first of the next month we are in receipt of an invoice for the purchase paid for last month. A checking account with the Tillamook County Bank enables you to pay every bill by check. The cancelled checks you receive every month act as an unquestionable receipt for every purchase you have made.

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