THE UNEXPECTED CONTINUES....

Due to continued Covid 19 restrictions, meetings are on hold until at least summer and perhaps beyond. Given that most of us belonging to the Historical Society are in a vulnerable group (age for one), we opt for being safe and seeing all of you in the future. The annual dinner is also postponed and set for sometime in the summer. Perhaps June. The day, the time and the location are but a mystery, to be revealed when the time is right. However, that should give us plenty of time to find a great speaker for the return to public gatherings. Watch for updates on our facebook page for ongoing projects, historical photos, and more.

In 2020, the Historical Society, with thanks to a Tillamook PUD grant and the efforts of Sally Rissel and others, took on an ambitious project to promote and highlight downtown Cloverdale's history.

Main street towns have suffered a downturn with changing communities and shopping habits. Cloverdale was once an important hub of South Tillamook County. It had an hotel, cheese-factory, movie theater, pharmacy, hardware store, barbershop, and many more small businesses. In the last few years, there have been empty storefronts and a few small businesses holding on.

With the help of the grant, the TCHS took on promoting and celebrating Cloverdale's long history. Four huge historical photo murals have been placed on buildings depicting the early town. The 100-year old Charles Ray house has a new interpretive sign in front. Various businesses have historical pictures on their inside walls for people to enjoy. Planters and new signage have spruced up the town. A series of Burma Shave-inspired signs have been placed at the north end of town to help slow traffic and promote the town.

The mural to the right depicts Lloyd McKillip as a teenager in front of the New Cash Market delivery truck. Lloyd helped out the family business in the summer, holidays, and weekends delivering to Neskowin, Woods, Pacific City, Beaver, Blaine, and even Brooten Springs, thriving during this period.

Lloyd had a passion for local history. He collected old photographs and tracked down the names of the people in the photos. He wrote short accounts of local towns and shared his research at gatherings and the Tillamook County Historical Society. Lloyd was a teacher at Cloverdale High School and served as president of the Pioneer Association.

Lloyd's memories and research have made a valuable contribution to the history of South Tillamook County. Pay special attention to the great smile on Lloyd's face in the mural. You can imagine how he loved his life here in Cloverdale.

The new energy of the project has attracted several new businesses, as well as a beautifully made Free Library, used by tourists and locals alike.
Once again, thanks to Bill Minshall for saving this article from a 1974 Smithsonian magazine and Elizabeth for sharing it with the Historical Society.

AUTOMOBILE COMES TO TILLAMOOK by Lawrence Fernworth

When a bright new Orient Buckboard arrived in 1905 by boat, it signaled the end of an Oregon county's isolation.

The author's newspaper career led him from Tillamook to the Times of London.

Tillamook County, on the Oregon coast, lies between mountains and sea, about 50 miles south of the Columbia River. In 1905 the town of Tillamook had about 900 people. It was the county seat and served as the metropolis for those who lived along the rivers and valleys and fished for salmon. Automobiles had appeared in what Tillamook folk called "the outsiders," but no one was sure how to pronounce them - whether to rhyme with "bill" or "bite" or "mobile" or "beel." People said that no automobile could get into Tillamook County from the outside, anyway.

In 1905, a small coastal steamer called Sue H. Elmore made the trip down the coast from Astoria once a week - if the weather held. The stagecoach did even better, taking only two days to make it from outside, except when snow blocked the passes. But in the spring of 1905, the county's first automobile arrived, introduced by Rollie Watson, editor of the Tillamook Herald, one of three weekly newspapers.

Rollie had served in the Navy and came to town, tattooed up to his neck, to start a new career. He bought the Herald from his uncle, R.M. Watson. Not long after, R.M. received a consignment of crates on the Sue H. Elmore. The town drayman, who was also chief of police, carted the crates to the back of a furniture store, and they turned out to contain a plate press that could be run by water-power or foot pedal, a printshop stone, a planer and mallet, some machinery besides the sawmill.

In no time the Independent (editor R.M. Watson), the Herald, and with the horse-drawn stagecoach that took a breather at the top of the mountain pass and arrived the morning after it set out. I described the country through which we passed in Rollie's automobile, and the people along the way who watched this advance in transportation with deep interest. Reading my feature, later, some of the townsfolk thought I laid it on rather thick.

In 1912 a passenger train made its first run into town. It soon put the stagecoaches, both horse-drawn and motorized, and the Herald's new stage run.

At Each Other's Throats

In no time The Independent (editor R.M. Watson), the Herald (editor Rollie W. Watson) and the Tillamook Headlight (editor Fred C. Baker; a naturalized Englishman) were snapping at each other. There were many remarks in the crowd as the contraption was as much to the onlookers because I was printer's devil for the Herald. There were many remarks in the crowd as the contraption was as much to the onlookers as the contraption was as much to the onlookers.