

bridge in Arizona, built by the same company. He made all the surveys for the line of the proposed Astoria & Portland railroad on what is known as the Nehalem Valley route. His first work on the Bull Run system was on the pipe line itself, but afterward he was appointed to the important position he has since filled so acceptably.

J. Q. JAMIESON.
Mr. J. Q. Jamieson is a native of Pennsylvania. He studied engineering in the Western university of that state, came to Oregon in 1853, and in the following year on the organization of the Oregon Railway & Navigation Company, entered its employ as topographer. He soon became an assistant engineer in charge of a section on construction, and until the suspension of work on the Portland & Puget Sound railroad, three years since, was continuously in the employ of the O. R. & N. Co., the Northern Pacific Railroad.



J. Q. JAMIESON.
Photo by McAlpin & Lamb.

Company or the Union Pacific, in charge of location or construction of various parts of their lines in the Northwest. He has since made surveys for several railway projects in Washington and California, and on January 1 a year ago entered the employ of the city as assistant engineer in charge of grading and bridging for the eastern end of the pipe line, which position he held until the completion of the line.

J. F. CASE.
Mr. Case has had large experience as a practical engineer, and his special knowledge of the field of Western Oregon was one of the reasons assigned for his appointment on the staff of engineers on the Bull Run pipe line.



J. F. CASE.
Photo by McAlpin & Lamb.

where he was born September 22, 1828. He took the high school course at the Oregon school from which he graduated in 1855. He was subsequently employed as rodman and leveler on the construction of the Chicago, Burlington & Northern Pacific railroad. He entered the university of Wisconsin as a special student of civil engineering, and after completing the course he was employed first by the St. Paul & Duluth railroad on the survey for that line from St. Paul to Omaha. Mr. Case came to Portland in July, 1883. His first work here was as an assistant engineer of the Northern Pacific Terminal Company. He subsequently did engineering work in the employ of the government at The Dalles, and he was the engineer of the Madison-street bridge spanning the Willamette river at Portland, now one of the most important thoroughfares across the river within the city limits. He was afterward engineer of the Metropolitan Street Railway Company, and it was under his direction that the Riverside extension of that line was built. He also filled the same position on the East Side suburban railway. He had charge of the construction of the electric line to Oregon City, some 12 miles south of Portland. During the summer of 1893 Mr. Case was in charge of the construction work on the Bull Run pipe line, from Grant's Butte to the Sandy river, and in March last he was appointed assistant engineer in charge of reservoirs 2, 4 and 8 at City Park.

R. C. IRVING.
As the strength of a chain is that of its weakest link, so the life of a pipe line is determined by the care with which the



R. C. IRVING.
Photo by McAlpin & Lamb.

Joints of the pipe are protected from the destructive influence of rust and corrosion. In order to secure the greatest protection in this particular, the specifications of the Bull Run pipe line called for a liberal application of P. & B. paint to all joints, and should abrasion occur in the coating of the pipe, to the pipe itself. Engineers are in a great measure opposed to specifying patented articles, and Colonel Smith only did so after thoroughly investigating the merits of "P. & B." both by practical tests made by himself and covering several years' time and by correspondence with the leading water-works engineers of the United States. The water gates of the reservoirs, the air-valves and man-holes of the pipe line are painted with "P. & B." It is a California invention, and is manufactured solely by the Paraffine Paint Company, of San Francisco, San Francisco. Mr. S. C. Irving, a former resident of Portland, whose portrait is published above, is manager of the company.

RICHARD KEATINGE.
Richard Keatinge, superintendent of concrete construction on the Bull Run system, was born in England, receiving his education at a technical school under the patronage of the British government. He has devoted the best years of his life to concrete work in all its phases, and many of the most noted buildings in the United States, whose walls, floors and

roofs, as well as ornaments, have been constructed entirely of concrete, have been erected under his supervision, namely: The United States torpedo magazine on Goat Island, in San Francisco bay; the Borax works of San Francisco; the Leland Stanford museum; the girls' dormitory of the Stanford university, and others. The museum building is the largest concrete building in the world, and is regarded as a marvel of constructive skill, massive and classical in outline, and in every way imposing in appearance. In all these buildings the improved methods and appliances invented and patented by E. L. Ransome, of Chicago, were used, and after their completion, two years ago, Mr. Keatinge removed to Portland as agent for the patented methods, in which the combination of concrete and twisted iron plays an important part.

Here the first trial one was a member he had a marked success, and last spring, when the water committee adopted the plans of the consulting engineer for building the dams of concrete, Mr. Keatinge was appointed superintendent of concrete construction, on the recommendation of Colonel Isaac W. Smith, chief engineer, and James D. Schuyler, consulting engineer. During the month of June Mr. Keatinge devoted his time to the organization of the force, and the extraordinary rapidity with which the work was pushed from that time forward was largely the result of the good judgment displayed in the selection of foremen to take immediate charge of the minor details. Of these the principal ones were: P. Stanley, in charge at reservoir No. 1; G. Clark, at reservoir No. 2; Ph. Plattenberg, at reservoir No. 3; and J. Hall, at reservoir No. 4. The work on the concrete work has reached as high as 10,000



R. KEATINGE.
Photo by McAlpin & Lamb.

per month; some 45,000 barrels of cement have been used, and all this enormous amount of material has been handled and put in place since the 15th day of June, when the first shovelful was laid in reservoir No. 2. The Ransome patent construction of the concrete, notwithstanding some special adaptations due to the inventive genius and skill of Mr. Schuyler, and it is a matter of general remark that the work is of the highest class, notwithstanding which fact the cost has been below the estimate per cubic yard, although circumstances have rendered it necessary to put in a much greater quantity than was originally estimated.

EMERY OLIVER, ASSISTANT ENGINEER.
Mr. Emery Oliver's first engineering work was with Portland's city surveyor in 1882. He next became connected with the engineering department of the O. R. & N. Co., and continued in the employ of this company and its successor, the Union Pacific Railway, until 1892. He was in charge of the construction of the Northern Pacific Company's extensive terminal yards, depot buildings and improvements at Spokane until their completion. After leaving the employ of the Union Pacific, he was engineer in charge of the location surveys for the California Midland railway, and later was assistant engineer in charge of the location of a part of the line between the San Francisco and Seattle railroads. He was also in charge of the location and construction of the portage road at The Dalles for the Columbia Railway & Navigation Company.

Three years ago Mr. Oliver formed a partnership with Mr. H. D. Graden, the present Portland superintendent of streets, for the purpose of engaging in general engineering work. This has since that time been one of the leading engineering firms of the city. Mr. Oliver's connection with the city water works has been as assistant



EMERY OLIVER.
Photo by McAlpin & Lamb.

engineer in direct charge of seven miles of the 36-inch steel main from Grant's Butte to Mount Tabor, six miles of the 36-inch cast-iron main from Mount Tabor to the City Park, the submerged pipe line across the Willamette river, six miles of distributing mains on the East Side, and reservoirs Nos. 1 and 2 at Mount Tabor. This work is among the most important on the entire Bull Run system of water works, and it has been handled under Mr. Oliver's direction in the same careful manner that he does everything entrusted to his charge.

EVERETT M. BOYLE.
Like many of the highly successful engineers of the United States today, Mr.



EVERETT M. BOYLE.
Photo by McAlpin & Lamb.

Boyle is a native of England. He was born in Yorkshire in 1848. He received a thorough education in his mother country, after which he immediately commenced the practice of his profession as a draughtsman. He was worked on many of the great engineering works of England and the United States, and he brought with him to the important position he has held as draughtsman on the Bull Run system the great experience, which only years of practical work can afford.

So successfully as a government surveyor in England. The requirements of an applicant for any position in the engineering corps of England are very high, and any man who has held such a position carries with him through life a most valuable recommendation of his abilities. He held an important position on the Liverpool water-works system located at Wymond, North Wales. He was subsequently construction engineer and bridge man on the Chicago & Northwestern railroad. He worked as draughtsman on the Canadian Pacific railway at London, Canada. He next held an important position as draughtsman with Hubert Vischer, engineer and government surveyor in California, and on the Atchison, Topeka & Santa Fe Railroad Company. He was with the Riverside Water Company of California; he was employed for a time in the San Francisco office of the Canadian Pacific railway at London, Canada. He was on the government surveys under Major Powell; he held the highly responsible position of chief draughtsman in the city engineer's office at Vancouver, B. C. He was employed on the water-works system at Vancouver, B. C., one of the most extensive systems of water works in the Northwest, and during the summer months of 1894 he was in charge of the Seattle university site, and during the continuance of work on the great Bull Run water-works system at Portland he was employed on this important undertaking.

J. S. JACKSON.
Mr. J. S. Jackson has been in charge of all asphalt work on the reservoirs of the Bull Run water-works plant. Mr. Jackson is a gentleman who has had the advantage of gaining both technical skill of a high order and much practical knowledge in this special class of work, and he has been prominently connected with the construction of some of the most extensive reservoir systems of the West.

Mr. Jackson is a native of California. He early identified himself with the Alcatraz asphalt company of San Francisco, and is now one of the most trusted employees of that company. Since he has been engaged by this company he has directed work in which the high grade of asphalt during the summer months has been used, and this work has included reservoir building, ditch lining, street paving, laying sidewalks, and numerous other kinds of construction work, in which this asphalt now plays such an important part.

Mr. Jackson has not only had full charge of all asphalt work in connection with the construction of the Bull Run system, but he also had charge of all the brick work on reservoir No. 2 at Mount Tabor. Alcatraz asphalt is nature's own product, and it is entirely free from oil, petroleum residuum and other deleterious substance found in bituminous rock. The high grade of this asphalt is no less responsible for the highly successful results obtained by Mr. Jackson in his work on the Bull Run system than is the special skill and ability of this competent gentleman who directed this work. He has devoted his entire time to the prosecution of work on the reservoirs since the first application of asphalt coating was made about three months ago, and during that time he has had his headquarters at Portland. His regular business address is 223 Crocker building, San Francisco, where he will be located after he has finished his important engagement with the Portland water works committee.

THE COMING BOOK.

Lewis & Dryden's Marine History.
The marine history of the Northwest is a story teeming with interest to all who feel a pride in the development of our great commonwealth. It is a story of the rapid transformation of the wilds and common marines into millions of acres of a story of plain facts, affording more



PORTLAND & ASTORIA MAIL STEAMER.

thrilling interest than the glamor of romance and fiction can throw over any other subject pertaining to the Northwest; a story of ships that never returned; of awful disasters to steam and sail craft on river, sound and ocean; of steamers that made more money than they cost; of old-time sailing craft that could outrun the steamers; of scores of other subjects, the bare mention of which awakens interesting memories.

The arrangement of these stories, secured from reliable data and costing years of labor and thousands of dollars, is now nearing completion, and will soon be issued by the Lewis & Dryden Printing Company of Portland. The book is profusely illustrated with engravings not only of the old-time marine men, but with hundreds of pioneer vessels, including the steamers Heaver, Multnomah, Otter, Lor Whitecomb, Wilson, and others, which were built in the Northwest, and others of similar importance.

OREGON CRACKER CO.

Enterprise and Energy Have Placed It in the Lead.

The Oregon Cracker Company is one of the most successful concerns engaged in this line of business, and its success is the result of the most modest effort, in which the initial steps were taken but a few years ago, they have acquired a trade second to none in the Northwest, controlled safely by the high standard of their goods. To their already extensive plant, they have during the past year added a complete set of machinery for manufacturing all kinds of Italian paste, such as macaroni, vermicelli, spaghetti, etc. The factory is located at 49 North Front street. A few years ago the building which they now occupy was considered sufficiently large, but the business has grown to such proportions that the premises are now too small to allow the company to handle its increasing trade in an satisfactory a manner as the officers of the company wish.

The Unwholesome "White Oyster" Fad.

Several of the journals that are devoted to the things we eat are proclaiming vigorously against the "white oyster" which are in such large demand at the fashionable up-town restaurants. Nobody knows exactly where the "white" started, unless it took root in a "white" oyster, which is that everything that is white is pure; but it is a fact that women have made unusual demands during the past few seasons for oysters that were white, and rejected those that were yellowish or brown, as being unfit to eat. Two of the most popular restaurants up-town have made a point of serving small Blue Points in half shells, packed in ice, the oysters in the highest degree. Salt water, which is the natural element of the oyster, gives it a yellowish tinge. To produce the white color the dealers throw the oysters into fresh water, which they turn white, become abnormally fat and die. Some of the Fulton-market dealers class them as "dressed oysters." It is not likely, however, that the "white" oyster, which has no effect upon the fashionable demand for the white oyster.

SIGHTLY BURIAL SPOTS

THE ATTRACTIVE CEMETERIES OF RIVERVIEW AND LONE FIR.

The Last Resting Places of Many Whose Names Are Prominently Connected With Portland.



NE of the most attractive burying grounds in the United States is the Riverview cemetery, which occupies the sloping hill on the west bank of the river at a point nearly four miles south of the center of the city. It is reached by the finely equipped electric cars of the Portland Consolidated system and also by the well-kept White House road, which winds along the river bank south from the city to Milwaukie, six miles distant. This thoroughfare during the summer months is the popular drive out of Portland, and during the long, cool evenings of mid-summer and early fall it is lined with



ENTRANCE TO RIVERVIEW CEMETERY, PORTLAND.

fine carriages of that part of Portland's population which can afford to drive. Portland's first burial spot was located just back of where the state New Market theater building now stands. As the village grew the residence district encroached on the limits of this plot, and a little later in the history of the city a cemetery was located on a five-acre tract on the Macadam road, a spot that is now within the corporate limits. This tract was donated to the city by James Terwilliger and Finis Caruthers, old-time residents of Portland. This was not suitable for a burying-ground, however, and after a few bodies had been buried there it was closed to further interments, and in years subsequent the monument cemetery of Portland was what is known as Lone Fir, and in which from 4000 to 5000 bodies lie in peaceful repose.

The first interment at Lone Fir was made in 1855 or 1856. This beautiful spot lies on the high land immediately back of the most thickly built residence portion of the East Side district, and beyond it for several miles stretches away the level of the city. It is one of the most attractive suburban homes of the West. Lone Fir today is surrounded on all sides by well-laid-out streets, it reposes after nightfall under the glare of the city lights, and the hum of the motor and electric cars go screaming and whistling past its limits from early morn until after midnight. As a burial spot for fresh interments it is now but a ghostly memory, and the monument cemetery the principal cemetery of the city, but as the last resting place of deceased members of hundreds of families of this city it claims a sacred regard from the people here, which will long delay its desecration as a city of the dead.

The plot now occupied by Lone Fir in the early '50s was owned by Colburn Barnes, a farmer in the city, a resident of Portland. He had a small part of this plot laid out, and he named it Mount Crawford cemetery. This original plot contained 20 acres. In 1866 a company was formed under the name of the Portland and Lone Fir Cemetery Association. The organization was completed on July 23 of that year, and the present grounds were transferred to the association. The member following. The capital stock was \$300, and the original stockholders were Lewis & Dryden, Robert Pittcock, Srive & Paine, Jacob Mayer, D. W. Williams, E. P. Carwell, Ferdinand Opt, Luzerne Bessier, Charles Barrett, Thomas Sturges, Henry C. Coulson, J. A. Strowbridge, C. M. Wiberg, John C. Carson, Brelford & Ewing, and others.

At that time the cemetery contained several hundred acres. Out of the many monuments, either stone or cast-iron, which were scattered about the plot, but a single tree was left standing. Mr. Barnes, who had long been a resident of the city, was at once adopted by the association. It was not until 1877 that any systematic plan was made to put the cemetery in a condition that would make it an attractive and fitting burial site for Portland's dead. The plan was to clear the ground, and the entire plot of Lone Fir was cleared and laid out, and headboards were placed



RIVERVIEW CEMETERY.

The Attractive Grounds South of the City Limits.

In 1878 a number of public-spirited gentlemen of Portland, including ex-United States Senator H. W. Corbett, Henry Pailing and W. S. Ladd, purchased for \$10,000 some acres of land from Hector Campbell and Thomas Stephens with the object in

view of providing for Portland a cemetery that would be a credit to the city, and which would meet the demands of a burial spot for its dead for many years in the future. This tract embraced within its limits nearly all of that beautiful hill lying just beyond the Red house, on the famous White House road. This ridge rises by easy slopes to an elevation of about 150 feet, and its western slope, on which the cemetery is located, commands a view of the Willamette river below and the attractive country beyond, including the lofty range of the Cascades and the snow-capped Hood, the whole scene forming a panorama that at once entrances all visitors to this ideal spot.

The gentlemen who purchased these grounds sent East for a competent man to make a careful topographical survey of the plot and to prepare plans and drawings for laying out the grounds. This work was done by Mr. E. O. Schwelge, an experienced engineer, at a total expense of about \$1000. A large force of men was put to work early in 1880, and by September of that year nearly \$30,000 had been expended by the association in improvements according to the plans of the engineer. The entire cost of the original work of making the cemetery the attractive spot it afterwards became was \$39,500. This included the purchase price of the ground. On June 20, 1880, the original owners transferred the cemetery to the Riverview Cemetery Association for the exact amount they had spent on this beautiful spot.

The Riverview Cemetery Association



RIVERVIEW CEMETERY, PORTLAND.

was organized in accordance with the terms of a bill passed by the legislature of the commonwealth according to the by-laws of this association, each owner of a lot in the cemetery is a member. The restriction placed on the improvements of lots in the cemetery is that no monument shall be placed on any grave. Each grave is a good condition. No lot must contain any stone, or any head or foot stone in an erect or vertical position, nor is a mound allowed on any grave. Each grave must be marked by a stone, which, however, must lie flat on the ground, with its surface not projecting to exceed one inch above the soil. This stone shall not be more than 12 inches in length, 12 inches in width, and it must not be less than two inches in thickness. It must be placed directly over the grave, and no grave shall be otherwise marked. No monument can be placed on any lot without first having obtained permission from the superintendent, nor shall any tree or shrub be planted without having its name on the monument. The restrictions are not so placed as to interfere with important effects on an adjoining lot. More than one monument on a single lot is not allowed.

The entrance to the cemetery, as shown by the illustration on this page, is attractively lined with trees and choice shrubbery. At the right of the entrance stands a modest stone building called The Lodge. This is purely rustic in its style of architecture. It is used as the residence of the superintendent and for keeping the plans and drawings from which the cemetery was first laid out. The association now contemplated building another stone building, which will be used as a chapel and also as a receiving vault. This will be a small rustic structure, but it will be made as attractive as possible, and it is hoped to have it completed some time during the present year.

The entrance itself leads through a large gate and between two buttresses of solid stone masonry. Inside the gate the grounds are so carefully laid out. The summit of the cemetery is reached by a winding road of easy grades that is lined with flowers and the choicest shrubbery for its entire length. The view from the top of this hill is sublime. Below the feet of the beholder and stretching away for miles is the peaceful Willamette, while above are the well-kept fields, thickly wooded districts, and the busy outlines of the foothills of the Cascade mountains. Rising above these foothills are the more rugged lines of this great chain itself, above which rise into the intense blue of the firmament, is the perennial snow-capped peak of Mount Hood.

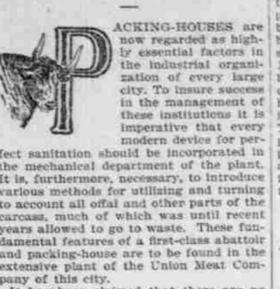
Nobody should visit Portland without making the trip to Riverview. It is easily reached by either electric cars or by carriage, and the general beauty of the spot, together with the charming view commanded from its higher elevations, will well repay the trifling effort necessary to reach it.

In addition to Lone Fir and Riverview there are several other burying grounds in the vicinity of Portland, which are beautifully located and well cared for. The most important of these, perhaps, is

A BIG PACKING HOUSE

THE UNION MEAT COMPANY'S EXTENSIVE BUSINESS.

Oregon as a Hograising State—How the Company Has Developed This Industry.



COLD STORAGE AND PACKING-HOUSE, ALSO HEADQUARTERS UNION MEAT COMPANY, PORTLAND.

PACKING-HOUSES are now regarded as high by essential factors in the industrial organization of every large city. To insure success in the management of these institutions it is imperative that every modern device for perfect sanitation should be incorporated in the mechanical department of the plant. It is, furthermore, necessary, to introduce various methods for utilizing and turning to account all offal and other parts of the carcass, much of which was until recent years allowed to go to waste. These fundamental features of a first-class abattoir and packing-house are to be found in the extensive plant of the Union Meat Company of this city.

It has been claimed that there are no packing-houses in Portland, but a glance at the illustrations accompanying this article will be a sufficient refutation of any such unfounded claims or assertions. The larger view represents the company's slaughtering-house, chilling-rooms, ice-house, fertilizer factory, woolpully and glue factory, all of which are located at Troutdale, six miles from this city. The other illustration is a correct representation of the company's wholesale market and packing-house, which covers a half block at the corner of Fourth and Glass streets. The mechanical equipment of both places, although not quite of equal magnitude, is in every other particular equal to that of any of the great Eastern packing-houses. The Union Meat Company is an institution of which the citizens of Portland feel justly proud, for it is strictly a home enterprise. It was organized by men who grew up in the business in Portland, men who have resided here since the present metropolis of the Northwest was a mere village.

Unlike many of the large cities west of Chicago, Portland was not compelled to wait until Eastern men saw fit to come here and erect such a needed institution. The men who embarked in this enterprise saw that the city was in need of a complete abattoir and packing-house, and immediately commenced the construction of the same. In inaugurating the enterprise the members of the Union Meat Company have conferred upon the Pacific Northwest a benefit that is far-reaching in its character and effects. In early days in Oregon, before the state had railroad communication with the East, the residents of the commonwealth were content to eat hams, bacon, lard and kindred hog products of their own manufacture. With the advent of the railroad came the ubiquitous and irrefragable Chicago drummer, who had little difficulty in persuading jobbers that the high-grade hog products of the Chicago packing-houses were infinitely superior to those of home manufacture. All the claims made for the Eastern products were at that time well founded. A multitude of improved devices for handling the meats had been introduced in the large packing-houses there, while a systematic method of curing and packing the products was followed out. Here in Oregon more primitive methods of manufacturing hog products were in vogue. There was no uniformity in quality in these home products, and therefore the Eastern products soon secured a strong foothold in the markets of the Northwest.

This condition of affairs prevailed for several years, and finally the impression began to prevail among newcomers, and was also shared by many oldtimers, that



COLD STORAGE AND PACKING-HOUSE, ALSO HEADQUARTERS UNION MEAT COMPANY, PORTLAND.

Oregon was not "in it" with the Eastern states in hograising and in the manufacture of hog products. It has been the mission of the Union Meat Company to correct this impression, and the high reputation which its hams, lard, bacon, etc., now enjoys in the Northwest is conclusive evidence of the well-merited success of its undertaking. Through the intelligent and self-directed efforts of this company they have also established a trade and reputation for their other meat products, such as beef, veal, mutton, pork, etc., that makes their name a household word among the numerous families that now enjoy through this company's efforts the inestimable boon of delicious cold-storage meats for daily consumption. The fame of the company in this particular is so well known that extended comment on that point would be superfluous.

Their manufacture of hog products on an extensive scale is, however, a recent undertaking, and it will be of interest to

be cured in precisely the same manner, there is an absolute uniformity in these products of the company wherever found. It is a well-known fact that hogs raised in the Northwest are comparatively free from disease, due to the cooler and more equable climate of the country. Because hogs raised in this locality are free from disease, consumers should be particularly cautious and see that their tables are supplied with hams and bacon of this company's make.

As a distinguishing trade-mark for all their meat products, the Union Meat Company have christened them the Shield brand. All who are desirous of promoting home enterprise should see that dealers supply them with nothing but the Union Meat Company's Shield brand of hams, bacon and pure kettle-rendered lard. The officers and members of this company have labored diligently and unceasingly in the upbuilding of this great industry. Their efforts deserve the warmest support, and it is gratifying to note that proper recognition is being accorded them, a fact which is apparent from the high favor in which their products are held by the people of the entire Pacific Northwest.

BAGS AND BURLAPS.

A. J. Tower's Fish and Shield Brands Oiled Clothing.

Ames & Harris is one of the leading firms in Portland in this particular line of business. Their office is located at 19 and 12 North First street, a four-story and basement building, and their factory at 100-104 Sacramento street, San Francisco.



AMES & HARRIS.

They are manufacturers, importers and dealers in bags of all kinds, burials, hop cloth, twines, duck, hydraulic hose, awnings, tents, flags and camp furniture. They are agents on the Pacific coast, British Columbia, Alaska and the Sandwich Islands for A. J. Tower's celebrated Fish and Shield brands of oiled clothing, an American manufacturer, whose goods are sold in Europe, India and Australia. Ames & Harris have built up and control a most enviable trade.

LEATHER-BELTING SHOP.

A New Business House for Portland.

C. A. & W. L. Bryant, formerly located at Saco, Me., have moved their stock and machinery to 27 North First street, Portland, Or. They are agents for the celebrated Cochevo lace factory, and also carry a stock of first-class water-proofed leather belting. A workshop is maintained in connection with the establishment, equipped with machinery for making and repairing everything in this line.

Old leather belts may be repaired or made over so that they will be practically as good as new, and will last many years. The firm will give this branch of the

business particular attention, and having been engaged in this industry for 15 years, are able to guarantee first-class work.



COLD STORAGE AND PACKING-HOUSE, ALSO HEADQUARTERS UNION MEAT COMPANY, PORTLAND.

The location of this firm in Portland is a boon to all users of leather belting in the Northwest, who can now avail themselves of a much needed shop, and save money by having their repairs done here.

There's hardly a housekeeper in the country but has heard of Cottolene the new vegetable shortening. It is a strictly natural product; composed only of clarified cotton seed oil, thickened for convenience in use, with refined beef tallow—pure and sweet. So composed,

All that's Yellow is not Cottolene

There's hardly a housekeeper in the country but has heard of Cottolene the new vegetable shortening. It is a strictly natural product; composed only of clarified cotton seed oil, thickened for convenience in use, with refined beef tallow—pure and sweet. So composed,

COTTOLENE

Was bound to win, and to drive out lard from the kitchens of the world. When housekeepers wish to get rid of the unpleasant features and results of lard, they should get Cottolene, taking care that they are not given cheap counterfeits with imitative names, spuriously compounded to sell in the place of Cottolene. It's easy to avoid disappointment and insure satisfaction. Insist on having Cottolene.

Sold in 2 and 5 pound pails. Made only by **The N. K. Fairbank Company, ST. LOUIS and Chicago, New York, Boston.**

Wright's Indian Vegetable Pills
Are acknowledged by thousands of persons who have tried them to cure SICK HEADACHE, BILIOUSNESS, CONSTIPATION, Torpid Liver, Weak Stomach, Flatulency, and Acidity.