

PHASES OF INDUSTRIAL GROWTH IN THE PACIFIC NORTHWEST

PLENTY OF COWS IN DAIRY FARMS

Coots Ranchers Find Cows a Big Source of Steady Profit.

MILKING MACHINES HELP

A Woman the First to Introduce This Device in the Famous Dairy County—Milk Boats Collect Dairy Products.

MARSHFIELD, Or., Nov. 3.—(Special.)—Fortune seems to be smiling on those who follow the dairy business in Coos County. The industry is an old one in this locality and for years farmers have been selling milk and butter, but it is only recently that the real possibilities of the business have been fully realized and the result is the introduction of better stock, modern appliances and milking machines.

Dairymen say there is no more ideal part of the country than Coos County for handling milk cows. Most of the ranchers are along the many rivers which are tributary to Coos Bay and the regular service of the gasoline launches on these rivers makes the work of the dairymen a much easier and quicker one. The introduction of the milking machine has made a greater revolution in the dairy business in the county than any other one thing. The task of milking by the use of the machine is made much easier and quicker and one man can attend to a large herd of cows which would otherwise require a number of hired hands. Quite a number of milking machines are now in use and it is expected that as many as 50 dairymen will be using the machines by next summer. Several machines in the county were installed by a woman, Mrs. S. A. Youkum, who without the assistance of any help but her two daughters, conducts one of the largest and most successful dairy ranches in the county.

The machines have now proved to be an addition which increases the proceeds of the dairy and are being quickly adopted by the most progressive of the ranch owners. The keeping of a better grade of stock is a matter which is receiving attention and the blood of many of the big herds is being improved by the introduction of thoroughbred animals. The somewhat better income which is being realized from the sale of milk has been a very easy way of making a living. Many of the ranches are being run on a comfortable living and some are making a few cows and extending very little effort and the consequence has been a steady increase in the production of milk. Lately a realization of the profits of the dairy ranch properly conducted has put new life into the industry and the production of butter, cream and condensed milk in Coos County, promises to be a big item and in a few years will compare with the dairy business of any county in the United States.

The fine bottom and bench lands used for pasture afford feed the year around. Dairymen feed hay during the months of February and March, but the grain feed necessary in the cold climates is not needed. For money getting and the converting of one's efforts into ready cash there seems to be no opportunity in the Coos Bay country as good as the dairy business. The sale of the milk in a ready market brings a monthly cash income which is almost clear profit above expenses and the man with only a dozen cows and a small ranch makes money in the same proportion as those who have thousands invested.

A failure from a financial standpoint in the dairy business is practically unheard of in Coos County excepting where it has been due to absolute neglect, and on the other hand there are many examples of big money being made. One dairymen who started on a rented ranch some ten or twelve years ago has now retired with about \$15,000 in bank. Many of the dairymen who are still in the business have grown wealthy.

One farmer who is milking from 60 to 70 cows is drawing checks for over \$500 every month for the milk and is practically at his dooryard to the creamery boats which collect the day's supply.

Some of the most desirable ranches on Coos River are held and are sold at high figures but there are many bargains offered and many smaller ranches which can be bought by persons of moderate means. For the man who understands anything about the business and has the capital to start there is no better money-making chance offered in Southern Oregon than Coos County dairying.

COOS HAS MINERAL WEALTH

Gold and Copper Prospects Exist in Coast County.

MARSHFIELD, Or., Nov. 3.—(Special.)—That there is mineral wealth in the southern part of Coos County and in Curry County is a matter which is not disputed but in the past has never been investigated to any great extent. Recently mine experts representing different interests have been investigating in Coos County and who have made very satisfactory results. Gold has been found at a number of places. One large ranch, which, however, cannot be bought from the present owner, offers a rich prospect. It is not worked by the owner and he, who is an old man, will not sell.

Most of the gold found in Curry County is in such shape that dredging will be necessary and it is likely that one or two big projects of that nature will be attempted before long. There is no end of black sand in Coos and Curry Counties. While the process for handling the black sand profitably is yet something of an uncertainty, if it ever can be economically mined there is a wealth of it in these two counties, the deposits being rich in both gold and platinum.

One rancher in Curry County has discovered a four-foot vein of unusually rich iron ore and several copper veins which have been opened are said to be very rich.

A mine expert recently from Goldfield, Nev., says that if the Nevada people had some of the Curry County copper veins they would go wild about them.

During the past Summer many investigations for outside companies and individuals have been made quietly and mine men say that there is promise for the development in the future of great mineral wealth in Coos and Curry Counties.

Will Make Spray Materials.

ALBANY, Or., Nov. 3.—(Special.)—Lassalle Brothers, who operate in this city the biggest prime-packing establishment in Oregon, are preparing to install a plant here for the manufacture of material for spraying all kinds of fruit trees. They have purchased the machinery for the plant and have begun the erection of a building adjoining their prime-packing plant for the new enterprise. This will be the first industry of the kind in Oregon, but Lassalle Brothers believe the big demand last year for spraying material justifies the installation of the plant.

New Pipe for Water Works.

MYRTLE POINT, Or., Nov. 3.—(Special.)—This city has been dry in more than one sense during the Summer. It is a prohibition town, and for a greater part of the Summer there has been little water in the water-works

TO SPEND MILLION

Grays Harbor Electric Interests Make Improvements.

HELPS IN DEVELOPMENT

After Building an Electric Line, Linking Harbor Cities, a Modern Power House and Other New Features are Planned.

ABERDEEN, Wash., Nov. 2.—(Special.)—To invest a round million of dollars in an enterprise on Grays Harbor, is "going some," to use the popular vernacular of the public of today. This enormous sum

entire Grays Harbor country. This building is now nearing completion and promises to be one of the best equipped on the entire Pacific Coast.

The road has been an important factor in assisting the building of the Grays Harbor country and creating a fraternal feeling between the cities of this locality. It furnishes a means of communication of gathering people of the three towns whenever there are meetings of importance. Without the cars it would be difficult to bring these various bodies together. It has also been the means of building the territory between Aberdeen and Hoquiam which before the advent of the railway was an uninhabited waste. Many hundreds of homes have been erected the past four years on this land, for the reason that the cars give direct communication with the cities named. It also has brought large capital and large interests and gives employment to a good many persons. The capital invested to date is about \$720,000 and with the extensions being made in Hoquiam and those planned in Aberdeen as stated before, by the dawn of the new year, a round million dollars will have been expended.

Knappton Makes Improvements.

KNAPPTON, Wash., Nov. 3.—(Special.)—Many improvements are now under way here, the most important of which is the construction of a new dyke or

BUILDS NEW MILL

Wind River Company Improves Former Plant.

IS A MODERN STRUCTURE

Everything Is of Latest Construction and Many Labor-Saving Devices Have Been Installed to Expedite the Work.

CASCADE LOCKS, Nov. 3.—(Special.)—The work of reconstructing the mill plant of the Wind River Lumber Company at Cascade Locks, which was destroyed by fire July 11, is actively under way. Every-

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S. A. Reed, Cashier. Wm. Burg, Asst. Cashier.

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N. B.: Minnesota and California Headquarters.

blade, and will have a capacity of 120,000 feet per day of ten hours. The plant will cost about \$130,000 and when completed will employ about 100 men, representing a monthly payroll of \$5000. The work of construction is under the management of L. Fletcher.

The company's logging operations are conducted in the Wind River Valley, Skamania County, Washington, where it has extensive timber holdings, consisting principally of fir, with some cedar, pine and hemlock. The logs are driven down the Wind River into the Columbia and there held in a boom, and as fast as they can be sawed up the logs are towed across the Columbia and delivered to the mill here at the Locks. It is understood that the company owns sufficient stumpage to keep its mill running steadily for 20 years.

After the fire, which destroyed its plant, the Wind River Lumber Company bought the mill owned by the Menominee Lumber Company, located on the Columbia

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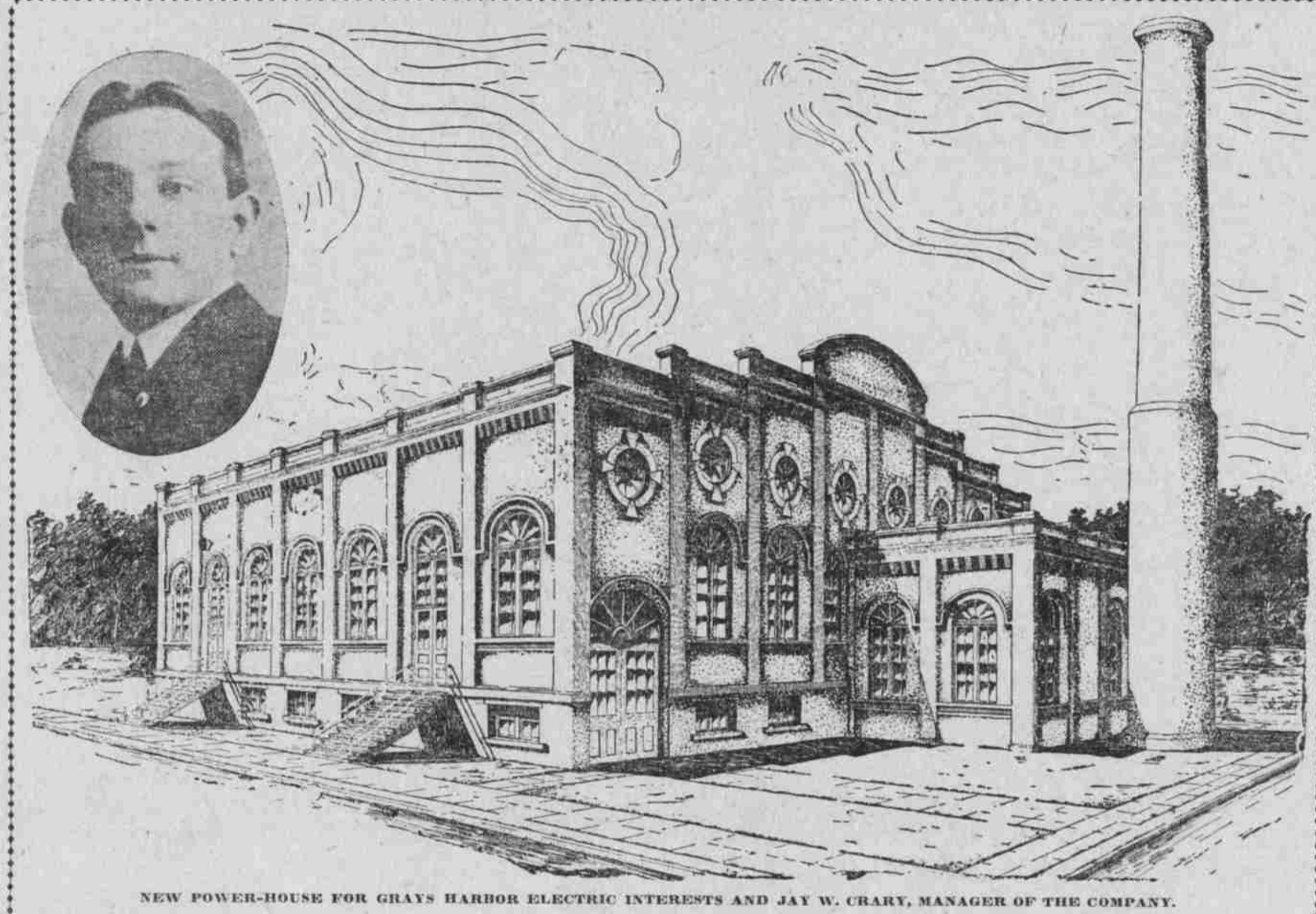
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NEW POWER-HOUSE FOR GRAYS HARBOR ELECTRIC INTERESTS AND JAY W. CRARY, MANAGER OF THE COMPANY.

system. The wooden pipes used have rotted away until they leak like sieves. A betterment in the service, however, is near at hand. The Council has ordered from a Portland firm 6000 feet of iron pipe, expected soon, and the work of repairing the system is under way. The city has had fire protection from a large reservoir which has not been tapped for ordinary city needs.

NO CASH SHORTAGE THERE

KLAMATH COUNTY REMAINS UNDISTURBED.

Big Production of Cattle and Agricultural Products Brings Money in From the Outside.

KLAMATH FALLS, Or., Nov. 3.—(Special.)—Klamath Basin is one section of the Pacific Coast that is unmineral of the shortage of actual cash complained in many localities at the present time. Banks of this county are fortunate in having a good percentage of cash on hand and the business of the past week has gone ahead without regard to the holidays declared. There is no feeling of alarm whatever among depositors and confidence is unshaken in the ability of the financial powers to soon restore the balance in commercial conditions throughout the country. The particularly fortunate condition of Klamath at this time may be attributed to a large measure to the fact that production of agricultural products is largely consumed within the basin and a heavy volume of money has been flowing into local trade from the expenditures of the Reclamation Service and for railroad construction work. In addition there have been a great many thousands of dollars received during the past 60 days in payment for cattle sent to market in this region, a large proportion of which is in vaults of the local banks.

It is stated on good authority that work on the California Northeastern Railway will not be interrupted by reason of the retrocommission orders recently announced from headquarters of the Harriman system. Contractors engaged on different sections of the work between Wood and Klamath are under penalized clauses of their contracts to finish the work within certain periods of time. There are several of these contractors who have fully equipped camps, numbers of such camps being established on some sections and with good forces of men now employed. Owing to the unsettled conditions elsewhere, these men are now inclined to remain permanently. Archie W. Mason, who has the contract for constructing the embankment across the swamp lands of Lower Klamath Lake, has resumed operations with the big dredger, after having been idle for a week because of a breakdown of the machinery. A second dredger is in operation in a short time, the equipment for which is in readiness to be mounted on the big barge used in dredging the outlet from Link River to the big irrigation canal at the headwaters just below Upper Klamath Lake. This dredge has just been delivered on the waterfront of Lake Ewauna by the contractor, who moved it from the Upper Lake.

of money is not yet all spent by the Grays Harbor Power & Lighting Company in its plant and equipment, but undoubtedly will be by the close of the present year. A very few persons in this community doubtless have taken time to consider that within the past four years Eastern capital in the amount named has been invested in electrifying a railway line, a little over eight miles in extent, and equipping it with the necessary rolling stock and the power to operate it. It indicates a faith in the future prosperity and growth of this section which had been predicted by the early pioneers who have already seen verified some of their guesses in the past ten years.

The Grays Harbor Power & Lighting Company controls about eight miles of track extending between the cities of Aberdeen, Hoquiam and Cosmopolis. It is unquestionably the best paying piece of property of its length and character in the country.

Before the road was projected, Aberdeen and Hoquiam's population depended for its transportation on one train a day each way on the Northern Pacific railway and an old-fashioned omnibus between the two enterprising places. The omnibus labored behind a pair of wind-broken animals two or three times a day over a shaly plank road and for this convenience 25 cents was charged. Two or three trips a day were made, for the passenger list was light. The omnibus was succeeded a little more than four and a half years ago by a long, unwieldy car in the front of which the motive power was placed. This piece of cumbersome property lumbered over the road between the cities for a few months, meeting with accidents of a more or less dangerous character until finally the passengers lost control of the machine and it plunged headlong with a number of passengers into a ditch at the side of the falls, where it ended its days. Two of the passengers were seriously injured with broken legs. The old omnibus was reinstated in favor again and the public despaired of having any other substitute.

It remained for Edward R. Finch, a pioneer of Grays Harbor, to take up the project of an electric line between the cities and although it was predicted that it would never pay, Mr. Finch obtained capital to carry the enterprise to a successful start, and the people saw an electric line in full and paying operation. The line was popular from its initial trip, and from one car run each hour there are now 15 cars that run the three cities operated at intervals of 15 minutes. The patronage has been something surprising.

So promising was the business that the investors purchased the electric line and plants in both Aberdeen and Hoquiam at a good figure, and has since added new machinery and the latest street lamps and modern equipment and service in every particular. The lighting of the cities, which was never satisfactory under the old regime, was almost instantly made popular with consumers. The new company purchased a large natural park between the two towns which it has beautified from time to time by the clearing of land, the erection of a pavilion, baseball grounds and the establishment of a zoo. The ball park is one of the best equipped on the Pacific Coast and upon it the Black Cats have been enabled to win a portion of the games that helped secure the pennant of the Northwest League.

Not satisfied with the expenditure of large sums in the purchase and rebuilding of the two electric light plants the company decided to invest \$250,000 in a power house in the center of its park, and through it control not only electric cars but furnish the light for the

bulkhead 15 feet in width and extending from the mill to the store the entire length of the log boom, a distance of a quarter of a mile. It is being made of rip-rap work, composed of refuse slabs and timbers from the mill, put together in a thoroughly substantial manner to successfully resist the onslaught of the tides, which in a short time would undermine an ordinary inland river embankment. A number of dwelling houses—a scarcity of which has always existed in this section—will be built for the accommodation of employes and families. An extension is also being commenced to the planing shed, which will greatly increase the storage capacity of that department.

Changes at Myrtle Point.

MYRTLE POINT, Or., Nov. 3.—(Special.)—This has been a week of special changes here. The stock of general merchandise of J. T. Bridges, formerly Register of the United States Land Office at Roseburg, has been sold to N. P. Peterson, formerly in the same line of business at Fernside, Calif. The former owner is absent from the city and the transfer of the business has been conducted by Mrs. Bridges.

County Commissioner Lloyd Spiros has purchased the Dr. K. A. Leep drug stock and fixtures and will place his son, Oliver, a graduate pharmacist, in charge. Dr. Leep will devote his attention to his practice. T. D. Guerin, of the Guerin Hotel, has bought the C. M. Tripplert barber shop and has placed Jack Abbott in charge. E. A. Dodge, United States Commissioner, has resigned as agent of the C. B. R. & E. Railroad at this place and has been succeeded by Paul Sterling, lately of Drain.

Fruit Men to Organize.

MARSHFIELD, Or., Nov. 3.—(Special.)—The ranch owners and members of the Chamber of Commerce are agitating the plan of organizing a Coos County fruit growers' association. Such organizations have done much for other communities and as the fruit-growing business is now attracting much attention in this county, it is likely that the society will be formed here and systematic plans for advertising the fruit of this section followed.

Columbia Pomona Meets.

Mrs. H. L. Vall, a state deputy of South Mount Tabor, attended a meeting of Columbia County Pomona Grange at Clatskanie Saturday for the purpose of inspecting its work. James Barr is the master. Reports received from the subordinate Granges in Columbia County showed that they were generally prosperous and growing. A resolution was passed recommending that the County Court make a levy of 3 mills for the building of more roads. The Pomona also went on record as supporting the initiative law proposed by the State Grange to prevent the Legislature from repealing a law that has been passed by the initiative. Mrs. Vall gave an encouraging talk to Columbia Pomona.

Nibbling at the Bait.

Chicago Tribune. "What name?" asked the young woman at the laundry office, as she took the customer's bundle. "William Arrimes," answered the customer. "I don't know," said the young woman, staring at him. "I might, but ain't you pretty tolerably familiar on short acquaintance?"

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The Steamship BREAKWATER leaves Portland Wednesday at 8 P. M. from Oakland, for Empire, North Bend and Marshfield. Freight received till 4 P. M. on day of sailing. Passenger fares, first-class \$10; second-class \$7, including berth and meals. Inquire city ticket office, Third and Washington streets, or Oak-street dock.

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From Alameda Dock, Portland, P. M. SS. "Panama" Nov. 12, 20, Dec. 7, etc. SS. "Costa Rica" Nov. 7, 19, Dec. 4, etc. From Spear Street Wharf, San Francisco, 11 A. M. SS. "Costa Rica" Nov. 14, 23, Dec. 8. SS. "Panama" Nov. 8, 20, Dec. 2, etc.

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Columbia River Scenery

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