This Point-An Old Established Commercial Center.



ALEM, as the capital of Oregon, is the seat of most of the state insti-tutions. The establish-ment of these institutions at this point has resulted in gaining for Salem a prestige that is enjoyed by no other in-terior city of the state, and it was around these institutions, as a nucleus, that Salem, as a prosperous trading

center, was built. The principal business
streets of the city today are lined with
imposing and substantial brick and stone
structures, and the private residences vie
in appearance with those found in the
name of the leading state institutions at this point. Salem's prosperity is not materially affected by the loca-

they are all lined with choice varieties of | tablishment it has paid handso

THE STATE CAPITAL

Spiscopal, Congregational, Cumberland Presbyterian, Evangelical Mission, Catholic, Methodist Episcopal South, Baptist, Friends, Church of God and United Brethren. During the past year the two separate branches of the Evangelical church have erected substantial church buildings. In the same year the First Presbyterian church was entirely remodeled, additional seating capacity provided, and many other needed improvements made.

pacity provided, and many other needed improvements made.

Some of the strongest banks in the state are established at Salem. These banks have ample capital to meet the demands of their business and so conservatively have these institutions always been managed that they pulled through the panic of 186 without suffering any serious drain on their resources. The substantial character of the local banks is but the reflection of the general soundis but the reflection of the general sound-ness of the business situation here, and it affords an index of the character of the commercial importance which will appeal particularly strong to those who are in search of desirable investments in the West.

Nob hill district of Portland. A feature of the residence part of Salem that is especially worthy of comment is the general attractiveness of the fine lawns and well-kept flower gardens which surround but the principal homes of the city. The streats of Salem are all wide, the city is well laid out, and it is one of the most finteresting centers of population to tourlists on the coast.

Salem trade in a small way reaches the local merchants from these institutions, but the bulk of the business handled there is from the people who are supported by the legitimate industries of the city and from the form the formers of the rich counties of Marion and Polk, sections that do all their principal trading with Salem.

Salem is the sea of the flower of the most section in the coast.

Salem is the sea of the flower of the properties of the city and from the people who are supported by the local merchants from these institutions, but the bulk of the business handled there is from the people who are supported by the local merchants from these institutions, but the bulk of the business handled there is from the people who are supported by the local merchants from these institutions, but the bulk of the business handled there is from the people who are supported by the local merchants from these institutions.

interesting centers of population to tourlists on the coast.

Salem is the judicial sent of Marion
county, one of the best settled and most
prosperous farming districts of Oregon.
The land of this county is succeptible of
the highest state of cultivation, and this
land has been farmed successfully from
the time that the first settlement was
made in the Willamette valley.

The principal streets of Salem are 190
feet wide; they are perfectly straight, and
they are all lined with choice varieties of
tablishment it has paid handsome divi-



PUBLIC SCHOOL BUILDING, ALBANY.-Photo by Crawford & Paxton.

shade trees. The sidewalks are principally | dends to its stockholders. It is run of electric cars convey passengers to all parts of the city. These lines of road ran from the buriness center to the rail-road depot, the penitentiary, the insane asylum and the state fair grounds. Cars are run over these roads for distances of

line will afford means of reaching the Polystechnic institute, an important institute, an important institute, an important institute, an important institution of Oregon's capital. Another extension of this same road will also be made south for a distance of one and one-half miles. The inauguration of the work of extending this system shows the satis-factory conditions of the business of the city, which will justify the necessary expenditure at the present time, and it shows further that the complete elec-tric railways of the capital city have been built to meet the legitimate demands of inter-municipal and suburban transit, and not in the interests of prop-erty-owners for booming purposes. Salem has an efficient waterworks sys-

tem of ample capacity to afford an abus dant supply for domestic use, and also for purposes of protecting the city against the danger of fire. The main reservoir of this system has a capacity of 2,000,000 gallons. It is located at an eleva-tion of 175 feet above the level of the city, and it furnishes sufficient pressure to throw several large streams over the highest buildings. This gravity system affords a better protection than could be given by any number of fire engines. The fire department, however, is well equipped with engines and modern apparatus for fighting fire, and the small fire losses in curred during the pust few years attests the strong footing on which the depart-ment has been placed.

ment has been placed.

The present population of Salem is about 12,000. The city is located on the east bank of the Willamette river, on which steamboats ascend to this point from Portland at all sensons of the year. The distance from Salem to Portland by the main line of the Southern Pacific railroad is it miles. Salem has excellent transportation facilities, bringing her in direct connection with all paris of direct connection with all parts of the Willamette valley, both by the lines of steamboats operated on the river north and south from this point, and also by the Southern Pacific system, which cov-ers every important section in the valley and which makes close connections on the south for San Francisco and all points

During 1894 no notable improvements

of stone, and they are kept in good re-pair. The streets are well lighted after mightfall, the are system of electric light-goods manufactured by this mill find a ing being used. Two well-equipped lines



NOTABLE BUILDINGS, SALEM .- Photo by Cherrington & Bro.

at these schools is about 1750. The corps of instructors includes 25 competent teachers. The Willamette university at Sallem is one of the oldest schools in the JUNCTION CITY.

The principal support of Woodburn is obtained from that part of Marion county. state. This institution offers a full col legiate course of study. It was first founded by the Methodist church in 1841. Its total enrollment today amounts to about 500 scholars. The branches taught include full courses in medicine, art and law, in addition to the regular collegiate course. The Friends' Polytechnic insti-tute is a leading educational institution of Salem. The Catholics maintain a wellor saem. The Catalogs mandal a were equipped private seat of learning, where young ladies from all parts of the North-west receive the benefits of the thorough course of instruction afforded there. The City Business College affords opportunities for obtaining a good business train

at Salem is the state reform school. This of electric cars convey passengers to all parts of the city. These lines of road road from from the business center to the railroad depot, the penitentiary, the insane saylum and the state fair grounds. Cars are run over these roads for distances of two miles or more from the center of the city, and they give as good service as is afforded by any of the big electric-car lines of Portland.

Among the great contemplated improvements of Salem during the present year is an extension of the line of the Salem Motor Railway Company to Highland addition, two miles north of the city. This line will afford means of reaching the

MALALALA

The Point Where the Tracks of Two Railronds Will Meet.



HE point in the Williamette valley where the tracks of the East Side and West Side divisions of the Southern Pacific will join is Junction City. This place, according to the plans of the management of the old Oregon & California railroad system, now a part of the South-ern Pacific, form-

acres.

perous sections of Marion county.

The principal support of Woodburn is obtained from that part of Marion county known as French Prairle. This beit of rich land extends almost due west of the

town. It is a rich farming section, and is settled by a thrifty class of farmers. The leading industry here is the nursery business. There are about 20 large nur-

series in the vicinity of Woodburn. One of these is the largest nursery on the coast, and covers an area of over 200

acres.

A single flouring mill, with a daily capacity of 140 barrels, is the only manufacturing industry of the town. The business blocks are principally of brick. All lines of business here are handled on a profitable basis, and the finances of the place are in a very healthy condition.

ALBANY.

The Most Important Railroad Center

of the Willamette Valley.

LBANY, the judicial

terior point of the state. It is located at the junction of the main line of

time that the East and West Side divistime that the East and West Side divis-ions of this system were being constructed south through the Willamette valley from Portland, was to have been one of the most important railroad junctions of the state. North from Junction City to Port-land on the East Side of the Willamette river, a distance of 118 miles, stretches away the garden spot of the state, a sec-tion thickly settled, supporting towns of the magnitude of Salem, the state capital; Albany, a leading trade center of the val-Albany, a leading trade center of the val-ley; and Oregon City, the coming manu-facturing site of the Northwest. This part of the Willamette valley is the oldest settled part of the state, and it is today the home of hundreds of most prosperous

The line of the Southern Pacific on the west side of the Willamette, now being operated from Portland to Corvallis, a distance of nearly 100 miles, furnishes an outlet to a farming community of equal side of the river. From Corvallis, the pre-ent terminus of the West sale road, to Junction, a distance of about 30 miles, the survey for the extension of the road has all been made, and the line would have all been made, and the line would have been in running order long ere this had it not been for the financial depression of last year. This extension would be a fine paying piece of property. It will extend through a country that is level, that is thickly settled, and, with its great im-portance to the system of the Southern Pacific now being operated in Oregon, its completion will not be long delayed fol-lowing any revival of business in the Northwest. Northwest.

Junction City today contains a popula-con of about 800. It in the end of a divis-on on the Southern Pacific, and an important roundhouse of the company is lo cated at this point. The type of the buildings of the town devoted to business is good. One block distant from the depot is a well-arranged opera-house with a seating capacity of 1000. The rest of the seating capacity of 1000. The rest of the fullding, which is of brick, is used as a hotel. Among the other brick buildings of the town is the handrome two-story block built by W. S. Lee. An illustration of this building is published in connection with the present article. Mr. Lee opens the first drug store in Junction City hearly Z years ago, and he is today one of the most prosperous citizens of the tewn. In most prosperous closers of the tewn. In addition to his complete drug store, he does a general banking and insurance business. He has some very valuable farm property, which he is willing to cut up into small holdings. He realizes that it is the small holdings of farm property in the hands of families who will work these small farms to the best possible slyantage that promises the most for the prosperity of any agricultural town, and with this view in mind he is offering to-day some of the best opportunities to settlers in small farms that are afforded in any part of the Willamette valley. Grain elevators, with a capacity of 40. 000 bushels, are located at Junction City. The annual shipments of wheat from this point aggregate about 175,000 bushels. As in other parts of the valley, hop culture in the vicinity of Junction City is yearly claiming increased attention, and diversi

find farming here as elsewhere has given the most satisfactory results.

The relier flouring mill at Junction City has a daily capacity of 75 barrels. This flour ranks with the best brands of the state. The public improvements include a fine gravity water system. This system has two large reservoirs with an aggre-gate capacity of 18,000 gallons. The town is the trading point for a fine section of untry, and it has always been one of the prosperous smaller towns of the val-



OODBURN, in Marion of the Southern Pacific and the Willamcounty, is an incorpo-rated town of nearly 1999 population. It is 35 miles south of Port-its deep-water terminus at Yaquina bay.

This has resulted in making Albany one of the greatest grain-shipping centers of the state, as the grain of a considerable portion of the valley seeks this place as an outlet, for the reason that the law rates over the Oregon Pacific enable the Albany buyers to pay the highest market orice for this grain. This naturally inspired for this grain. This naturally inspired for this grain. This naturally inspired for this grain is naturally inspired for this grain. an outlet, for the reason that the rates over the Oregon Pacific enable the Albany buyers to pay the highest market price for this grain. This naturally increases the trade of the city merchants, for farmers almost invariably trade at the place where they sell their produce. The Oregon Pacific also affords Albany connection with the Santium mines, which are now enjoying a meason of renewed prosperity, owing to new discoveries in that section and the introduction of sufficient capital to work the mines to a better advantage than ever before. It is believed that before the opening of another season arrangements will have been completed for working a force of no less than season arrangements will have been com-pleted for working a force of no less than 300 men in these mines. Albany is the dis-tributing point for this mining belt, and the city is greatly interested in their de-

The importance of Albany as a shipping point can be appreciated from the statement that the annual freight shipments over the Oregon Pacific from this point aggregate 5,000 tons, while the annual freight receipts over the same road are 25,000 tons. The annual freight shipments and freight receipts over the Southern Pacific line amount to 19,090 tons and 8000

Albany in placing natural advantages within the reach of the people here, which have been developed to the direct benefit of the city and at a comparatively small expense. Twelve miles southeast of Albany, at a sufficient elevation to afford a natural flow to the city, runs the Santiam Within a radius of 30 miles of Albany is river. A large volume of water is diverted from this stream, which flows into Albany through a well-constructed canal. As the canal approaches the city it divides into two forks, one of which empties into the Calipoola river in the western part of Albany, and the other discharges into the Willamette at this point. The fall afforded at the points where the water from this canal discharges at Al-

bany woolen mills consume from 356,000 to 400,000 pounds of wool a year and furnish employment to about 30 hands. The cloth made by this company is shipped in large quantities to the New York market, and it competes successfully with the product of the large Eastern mills. The Pacific Mattress Manufacturing Company employs from six to ten men and turns out a product valued at \$25,000 annually.
O. H. Hoberg & Co. run a sash and door factory which gives steady employment to from four to seven men, and their yearly output is valued at from \$5000 to \$50,000. In addition to the manufacturing Nature has been especially liberal to Albany in placing natural advantages within the reach of the people here, which have been developed to the direct benefit of the city and at a comparatively small expense. Twelve miles southeast of Albany supports a number of factories of leaser importance. All of these manufacturing industries are in a flourishing condition, and the isoney they annually disburse at this point is an important factor in the city's trade.

FREE BRIDGE, ALBANY.

STORE, SAMUEL E. YOUNG, ALBANY, - Photo. by Cawford & Paxton.

bany is respectively 36 and 32 feet. This | aged fruit culture, and, as the soil of this furnishes power for all the varied manufacturing industries of the city and for running the electric-light and water-sup-ply plants. The latter system is a com-plete one, and it affords ample water for

Although Albany is today the leading manufacturing center of the Williamette valley outside of Portland and its suburb, the seat of its production. and one of the most important inland cities of Western Oregon, has the best shipping facilities enjoyed by any interior point of the at Albany, and the history of manufac-turing here has been that success has fol-lowed every attempt to build up a manu-facturing industry at this point where the business has been carefully managed Among the large manufacturing plants now established at Albany is the Albany iron works, one of the most prosperous the Southern Pacific with the Oregon Pa-cific raliroad, and is also connected with Lebanon, a point 13 miles east, by a branch line of the former company. The Oregon

castings. The value of the annual output of this plant is from \$18,000 to \$20,000. The Sugar-Pine Mill & Fixture Company op-

erates an extensive plant at this point. This plant includes a sash and door factory fully equipped to successfully handle a business of any capacity required. The

bank counters, church pews and other in-

terior woodwork manufactured by the company equal in finish the product of the large factories of the coast. The

land is well adapted to fruitgrowing, this promises in time to become a very pros-perous industry. Many of the new orchards here are beginning to bear well, while others have been in bearing condition for domestic use and also for protection against fire.

Although Albany is today the leading manufacturing center of the Willamette in points hundreds of miles distant from A decided advantage to the husbandman of this country is the low price of first-class farming lands. Fine land sells here

for from 316 to \$56 an acre, according to location. Land in California in no re-spect superior to this sells readily at from \$100 to \$300 an acre. Land near Albany, as in other parts of

Western Oregon, needs no irrigation to insure abundant crops. Large areas of land in the vicinity of Albany are now regularly planted in hops each season. In addition to fruit culture and hopgrowing, the farmers are paying special attention to raising fine stock, the blood hogs, sheep and cattle in this vicinity being especially worthy of mention. Near Albany large quantities of vegetables are raised, specially on the rich bottom lands. The nursery business in the adjacent country has proved a profitable industry, and a large number of acres here are now deroted to growing young trees for the mar-

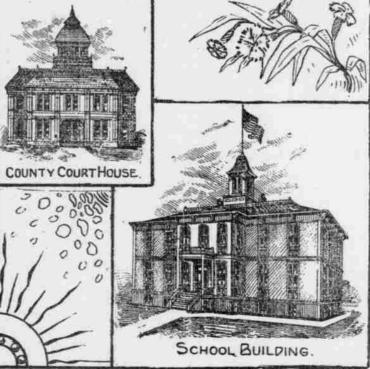
Albany has always been ambitious in the matter of public improvements. The magnificant cantilever bridge which spains the Willamette at this point is one of the finest bridge structures on the coast, and with the exception of the new Burnside bridge at Portland is the finest bridge across the Willamette river at any point along its course. The business center of Albany is connected with the railroad depots and the suburbs by a well-equipped line of street railway. The main street is macadamized, and the sidewalks on either side are of concrete.

The Albany college and two fine public to those of any city of the state. A fine electric-light plant supplies light for stores, dwellings and streets. The system of sewerage here is perahps better than that of any other town in the valley. All the public improvements of Albany have the public improvements of Albany have been made with the view of the future growth of the city, and they have been constructed on a scale sufficient to meet the demands of a city of 10,000 population. The churches and social privileges of Albany are unequaled in any city of the size on the coast. So marked an influence do the denominational orders here exert

that Albany has long been known as "The City of Churches." Albany claims today a population of between 5000 and 6000. Most of these people are actively employed, and idlers are few. The business houses are well stocked and some of the largest stocks of the valley are carried here. The two strong local banks lend every support to all legit-mate enterprises, and these financial in-stitutions have done much to advance the nterests of the city.

Any of the following named firms will furnish full information of Albany and its tributary country. These are representaive business houses of the city, and the nformation they may forcish will be count reliable. The firms are S. N. Steele & Co., Curran & Monteith and C. G. Burkhart.

A Change Has Come. the large factories of the coast. The Senator Hill's sympathy for the adminis-woods handled are principally yellow fir. tration is hardly able to be out.



PUBLIC STLUCTURES, ROSEBURG.

Pacific in addition affords Albany direct | and their plant is busy both winter and connection with the Woodburn-Springfield sammer. The company turns out all branch of the Southern Facific at Shelling of farm, mill and mining machinery, burn, 19 miles east, and the Lebanon branch crosses the same line at Lebanon store fronts, and brass and ornamental Junction, nine miles east of Albany. In addition to the advantages of transaddition to the advantages of trans-portation afforded Albany by the lines of the Southern Pacific and the Ore-gon Pacific crossing at this point. Albany is also on the navigable por-tion of the Willamette river. Light-draft boats ascend the stream to this point throughout the year. A navigable stream running navailed to a railroad line is a running parallel to a railroad line is a most effective regulator of freight rates, and Albany has taken every advantage of the opportupities afforded to secure exceptionally low rates on all goods the local rehants handle

The part of the Willamette valley of which Albany is the commercial center is noted for its fertility. Numerous smaller valleys converge near Albany, and these, with the famed Willamette valley, form a belt of country fully 75 miles wide the trade of which is handled by the Albany merchants. The valley is covered north and south from Albany by the line

STREET SCENE, ALBANY, -- Photo, by Crawford & Paxton

were made at Salem. A number of fine by water power, furnished by the construction of a flume which empties its bined with practical instruction. The Oregon state penitentiary, local ness blocks were put up. Salem's business bouses carry some of the largest there is not utilized at the present time, of the leading employments of the state, and the affairs of all the leading extent desired at a triffing expense.

Salem is provided in the construction of a flume which empties its bined with practical instruction. The Oregon state penitentiary, local at Salem, is partly self-sustaining, of the leading employments of the state, and the affairs of all the leading extent desired at a triffing expense.

Salem a number of fine struction of a flume which empties its bined with practical instruction. The Oregon state penitentiary, local at Salem, is partly self-sustaining, of the leading employments of the state, and the affairs of all the leading extent desired at a triffing expense.

Salem a number of fine with practical instruction.

The Oregon state penitentiary, local at Salem, is partly self-sustaining, of the leading employments of the state, and the affairs of all the leading extent desired at a triffing expense.

Salem is successive to the construction of a flume which empties its bined with practical instruction.

The Oregon state penitentiary, local at Salem, is partly self-sustaining of the leading employments of the state, and the affairs of all the leading emptoyments of the state penitentiary, local at Salem. by water power, furnished by the con- are those of industry and frugality, com its bined with practical instruction.
this The Oregon state penitentiary, located

MAIN STREET, ASHLAND.

convict is kept in idleness. Connected

W. S. LEE'S BLOCK, JUNCTION CITY.

business houses are in a prosperous condition.

Salem has been termed, not inappropriately, the "City of Churches." There are no less than lik churches within the city limits, and some of these buildings are schools and colleges. A number of the higher schools of learning there occupy imposing and expensive pieces of architecture. with the institution is a farm, which is kept in a high state of cultivation. A good library is maintained for the ben-efit of prisoners, and the institution is well conducted in all of its departments. The state insane asylum is considered

imposing and expensive pieces of architecture. The following denominations are represented at Salem: Presbyterian, schools. The average daily attendance

one of the model institutions of the kind on the coast. It contains at the present time about 50 inmates. A large farm is also connected with the asylum, and the convalescent and more rational inmates find a healthful source of exercise in working on this farm. Numerous improvements and additions

have been made to the several public institutions located at Salem during the past year, and everything connected with these institutions is run in a systematic manner, and they are conducted with the idea or aim in view of making them as nearly self-sustaining as possible. Salem has an excellent paper in the Daily and Weekly Statesman, which is published under the management of Mr. C. B. Irvine. In addition to the States-man Salemalso has a good evening paper, the Capital Journal. The Willamette riv-er at Salem is spanned by a magnificent the Capital Journal. The Willamette river at Salem is spanned by a magnificent steel wagon and passenger bridge, which is at a sufficient televation to allow steam boats to pass under at all stages of the fiver. This bridge was constructed at a cost of \$5.000, and it is one of the finest bridges spanning the Willamette south of Portland. The construction of this bridge brought to Salem a large part of the trade of Polk county on the opposite side of the river, and the montrice advanced for its construction was in

WOODBURN.