COAL OF NEHALEM

Mineral on Lower Bay Superior to the Upper.

RESULT OF RECENT EXPERIMENTS

Why Efforts to Build a Railroad to the Upper Fields Had to Be Abandoned.

The report on the coal deposits of the Nehalem region published in The Oregonian of August 21, was from the United States Geological Surveys, and was made by Professor Diller, from 1896, the last official report on this subject. Several valuable coal discoveries have been made in that region since. Professor Diller found only one coal vein of 22 inches in the Lower Nehalem coal bed.

C. F. Pearson informs The Oregonian that in 1896 he opened up another vein of 40 inches and drilled through a four-foot, 3-inch vein of coal of superior quality. He says:

"A well-known mining engineer of good repute from Washington has examined these localities carefully and made a conservative estimate on the amount of coal to be mined on a 1000-acre tract, which he estimates to be 10,000,000 short tons, which can be carried away either by sea or railway. If by railway, 80 miles to Portland; if by sea to San Francisco, 500 miles, as against 850 miles from San Francisco to Seattle.

"The difference between the upper and lower Nehalem coal is that the lower Nehalem coal does not disintegrate by exposure to the elements and it contains very little sulphur, if any, and, being high in fixed carbon and low in moisture and ash, makes it a very desirable coal for all economical purposes.

"The United State Geological Surveyor says the quality of the coal is good. This statement he failed to give on the upper Nehalem coal. That this statement is true, separate analyses from New York, Chicago, San Francisco and Portland demonstrate. These analyses average as follows: Fixed carbon, 53.20 per cent; combustible gases, 30.50 per cent; water, 13.80 per cent; ash, 2.50 per cent."

A correspondent, who has interests in the timber and mines of the Nehalem, suggests that the report of the expert sent by the Chamber of Commerce to spend "one week" in examining the coal beds of that region cannot be of much value, although his report enumerates many localities visited.

He says the exposed coal veins of the Nehalem Valley cannot be mined profitably of themselves, and they only indicate the possibility of better quality and larger veins being found at lower levels.

He suggests that a few interested persons meet and incorporate a company with sufficient capital to cover the cost of borings with diamond drills, and the cores secured will demonstrate whether working operations will pay or not.

Such borings of course should be made under the direction and supervision of a skilled person of established reputation, whose judgment would be final, whether favorable or unfavorable. If they were satisfactory, capital could readily be secured to develop the mines.

In this connection, William Reid writes to The Oregonian:

"Referring to your well-timed editorial as to the coal of the Nehalem, in which you say information should be procured thereon, pardon me offering my experience. No man would be more financially benefited than I if the coals of the upper Nehalem should prove a success, because no other individual has spent so much money and labor as I did upon its development. But, although promised by influential capitalists twice (after my return to Oregon last year) the money to build a 46-mile railway direct from Portland to these coal beds (if proved a success), the project had to be abandoned after considerable money previously spent on railroad surveys thereto. Why? Because of the great preponderance of sulphur—4 per cent therein against ½ of 1 per cent sulphur in Scotch coal. This was found (4 per cent) by three separate tests—one at the United States Geological Survey Office, Washington (see report for 1896); second, another made at the Mining University, Glasgow, Scotland, last year, and a third made at the coal mines of Lancashire, in England, also in 1899.

"The upper Nehalem coal veins are very large—6 to 9 feet—and the quantity there is beyond any question, but, on account of the poor quality and sulphur predominating, these coals would not repay the cost of mining, placing in the railroad cars and transportation to Portland. We tried an American patent process to take the sulphur out, which required three and one-half tons of coal to make one ton of coke, and the cost was enormous.

"Two months ago I examined at lower Nehalem Bay a much superior coal to anything else on Puget Sound, with only 1¼ per cent sulphur, requiring a railway of 80½ miles to carry it to Portland, but as F. I. McKenna, the representative of the Portland Board of Trade, also examined that Nehalem Bay coal last week, I will leave him to say whether it is worthy of closer investigation."

Harvesting the Flax Crop.

The crop of flax planted in about a 10-acre section of the Ladd tract on East Twelfth street as an experiment in flax culture is being harvested. The flax seems to be quite thrifty and demonstrates that flax may be cultivated with success in Oregon. A portion has been harvested, bound and set up in shocks on the ground. The flax is not being cut, but is pulled up from the ground, the work being done by Chinamen. It is necessarily slow.

WANT TO TRADE HERE.

Coos Bay People Need a Railroad or Better Steamer Service.

J. O. Bingham, who has been connected with the Beaver Coal Company, at Marshfield for the past three years, is at the Imperial, accompanied by his family. He thinks Coos County is suffering for lack of close communication with Portland, and that this city is also losing considerable trade that really belongs here by neglecting to take advantage of its opportunities. "The people of Coos," Mr. Bingham said yesterday, "prefer to deal in Portland instead of San Francisco, but the latter city has three steamers a week plying along the Oregon Coast, while Portland has one every three weeks. Time, distance and political affiliations are in Portland's favor, but better means of transit have thus far developed the trade with California.

"Of course, San Francisco takes all Coos County's coal and lumber, and so fruit and dairy products go with it, but if Portland had a weekly line of steamers to Marshfield she would supply the coast merchants with all they need, even though the bulk of Coos County's products should continue to go southward. Unless, however, Portland bestirs herself to secure the trade, it will continue to go to San Francisco, because the railroad from Marshfield to Myrtle Point and the coal mines are owned by San Francisco people, who have no interest in Portland. Should the railroad be extended from Myrtle Point to Roseburg, as surveyed, this city would then regain the bulk of the trade, because Coos County would be one day nearer Portland than San Francisco, and orders could be filled more quickly and at less expense by Portland merchants."

Coos County coal, he says, can be laid down in Portland by the cargo at $4 a ton, and nut coal or screenings for $3. This coal is lignite, very clean to handle, and would be cheaper than wood for heating and steam-making, but would not do for welding. San Francisco uses a great deal of this coal, but the supply is inexhaustible. The principal obstacle in the way of its use here, he thinks, would be the trifling expense of changing the burners from wood to coal.

The main mines of Coos County are, however, shut down for the present, owing to litigation between J. H. Graham, the former owner, and J. D. and Adolph Spreckels, of San Francisco. But one mine is now in operation, that of the California & Oregon, which employs about 200 men, 12 miles southeast of Marshfield. This mine, however, does not benefit Marshfield very much, as Goodall, Perkins & Co., the owners, monopolize all the trade of the hands, having company stores to supply everything that is needed. A gravity tramway from the mine enables the easy shipment of coal from the mouth of the tunnel to the hatches of the vessels lying at Marshfield's docks.

During his three years' stay at Marshfield, Mr. Bingham found it a very pleasant place to live. The climate is delightful, both Winter and Summer, while hunting, fishing and sailing can be enjoyed during the greater portion of the year. "Its isolation is all that works against it," he said, "as we have to wait two days to obtain the Portland papers and three days for those from San Francisco. A telegraph and telephone, however, are in operation, and we can hear directly from the Oregon metropolis on special occasions." Mr. Bingham and family will not return to Coos County, but will make their permanent abode in Portland, where Mr. Bingham is well known as a former resident.

PORTLAND CONTRACTOR DEAD

Charles A. Bullen, Bridge Builder, Expires From Heart Disease!

PUEBLO, Aug. 26.—A telegram received today at the head office of the Bullen Bridge Company, in Pueblo, states that Charles A. Bullen, vice-president of that company, died of heart disease at Glendive, Mont., at 8 o'clock this morning. He was one of the best-known bridge contractors in the West, and did considerable work in Alaska about a year ago. He was born in Leavenworth, Kan., 41 years ago, and came to Trinidad, Colo., in 1888. From 1890 to 1894 he resided in Pueblo, and for the last few years had made his home at Portland, Or., where he left a widow and four children.

Mr. Bullen had been a resident of Portland for about four years. His family are now at the seaside.

IMPROVED SERVICE TO AND FROM ILWACO.

Read the O. R. & N. adv. on page 7 and note change in leaving time of steamer T. J. Potter from Portland.

Highest Point of Production

in the history of the Anheuser-Busch Brewing Ass'n was reached during 1899. They lead the world in output as well as in quality of their brews. W. J. VAN SCHUYVER & CO., Portland, Wholesale Dealers.

The last week of the reduction sale of trunks and bags at the Harris Trunk Co.

OUR TROUT IN ENGLAND

ENTHUSIASTIC PRAISE FOR THE BEAUTIFUL RAINBOW.

New Animals in Old Countries—The Carp a Pest in the East, as Well as in Oregon.

In connection with the introduction into Oregon of the Mongolian pheasant, the English partridge, the British sparrow, the skylark, starling and various thrushes, finches, etc., in the way of birds, and the shad, carp, catfish and black bass in the way of fish, an article in the Quarterly Review for July entitled, "New Creatures for Old Countries," will be of interest to many. The writer says:

"Animal acclimatization in Europe is now mainly sentimental or is carried out in the interests of sport or the picturesque. It does not pay and is not practical to import and adopt foreign creatures which rarely have the qualities we seek ready made. It may be possible to find a few more birds which would at once take a place among our domestic poultry, but in the 70 years since the Royal Zoological Society was founded 'to promote the permanent domestication of animals which might become of value to man,' practically only one wild species—the ostrich—has been reclaimed and acclimatized with commercial success.

"Experiments in introducing wild animals for pleasure or sport have of late been made on a scale never before attempted and with surprising results. Some 14 species of foreign deer, wild antelopes, gazelles, kangaroos, wild sheep, Japanese apes, beavers, bison, zebras, brilliant pheasants from India and China, water birds and Oriental partridges, American trout and char and American rodents, as prairie dogs and cavies, are now living in France or England in a wild and natural state."

A description of several parks or "paradises" into which foreign animals have been successfully introduced on a large scale follows, the largest existing collection being that of the Duke of Bedford at Woburn Abbey. Nearly every species of deer, except the reindeer, which cannot exist in English parks, are to be found at Woburn. Great, too, is the collection of birds, swans, pheasants, wild turkeys and geese, and many other rare and beautiful birds.

The writer goes on to say that the chief aim of acclimatization is not to substitute a foreign animal for an equally satisfactory native one, but where and if it is possible to fill up gaps in the home supply by good things from elsewhere. Another object is to replace an inferior native species by something incontestably better from abroad, but natural selection does its work so thoroughly that this is rarely possible.

"The nearest approximation to a real improvement on these lines ever made in England," says the writer, "is quite recent, and so promising that it may now be fairly regarded as out of the trial stage. The new arrival is a fish—the rainbow trout. It has a pretty name and a not less beautiful appearance. On the strength of handsome is that handsome does,' it deserves every word of praise that can be found in the dictionary."

The writer of the article is evidently an enthusiastic fisherman, for he devotes more space to the rainbow trout than to any other animal mentioned in his effort to exhaust the merits of this beautiful native of the Pacific Coast streams.

"It is hatched in millions yearly in that country. The best managed hatcheries are mainly devoted to its production. The United States Fishery Commission first discovered and appreciated the excellences which make this fish the 'universal trout,' or something very like it, for all temperate waters."

Then follows a glowing description of the fish and a comparison with the native brown trout, which it is not intended to supplant, but to supplement. In concluding, the writer says: "Clearly this is a fish everyone would like to possess. The flesh in condition is a fine pink. By good luck its habits are such as to make it welcome to those on whose wishes its continuance depends. In the first place, it is very fond of eating, or, as fishermen say, a 'free riser.' Whatever the weather may be, rainbow trout are always or nearly always hungry. When they are fair-sized fry they are equally voracious, consequently, if well supplied with food they grow faster than the brown trout, and they rise far more readily to the fly. When hooked, they fight as gamely as the native trout, are, if anything, better to eat, and more handsome to look upon."

In order fully to understand and appreciate the merits and beauty of the rainbow trout, the writer of the foregoing should spend a holiday on the McKenzie River with Captain George Frizzell when the helgramite fly is out, and compare it with the cutthroat and the Dolly Varden.

While on the subject of introduced game and fish, the following tribute to hoggish carp, an imported pest, is quoted from the New York Sun to show that it is a nuisance in the East, as well as in Oregon:

"For several years the New Jersey Fish and Game Commission has been hoping to rid the Passaic River above Paterson of the German carp, which have made the stream uninhabitable for other fish. Three years ago a famed fisherman from Erie, Pa., made a proposition to catch the fish if he could have them to sell, and, as boot, offered to restock the river with lake fish at his own expense. He did not know what he was up against. He knew that there was a lively market for live carp among the orthodox Hebrews of this and other cities and saw in his mind 10 cents a pound gross for the big fish, but quickly abandoned the scheme of catching them when he learned of the difficulties in the way. It was not like seining fish in the lakes. The carp burrowed under banks and roots, and there were several 'fasts' in every haul. So he gave up the contract and slunk away, to be heard of no more.

"Carp, from fingerlings up to 25 pounds in weight, infest the quiet reaches of the Passaic between the head of the falls and the two bridges above Singac, and above the reef at that point they revel in the slack water flowing through the long stretches of meadows. They keep the water constantly riled by grubbing under the banks and rooting in the muddy bottom for vegetable food. They have driven the black bass, perch and pickerel into the swifter waters of the upper river, the Pequannock, Wanaque and Ramapo. Decent fish cannot live in harmony with the hoggish carp, not that they are belligerent; but because they are so messy in their habits and obscure the water so much that the game fish cannot get their meals regularly.

"The East Jersey Water Company, after making most costly and elaborate preparations to use the Passaic supply at Little Falls and sell it to its clients, has been brought up suddenly by the carp question. No clear water can be furnished while these grubbing, wallowing, snooping creatures are permitted to exist in the river."

FREIGHT $40 A TON.

Yet This Rock Paid a Profit of $40 a Ton.

Quartz that will stand the expense of packing 25 miles on horseback and shipping to Tacoma, has to be worth at least $40 a ton a ton for a starter, in order to cover the expense. J. B. Burns, of Portland, who has been operating a quartz mine on Mule Mountain, in Curry County, has been shipping ore by this slow and expensive process all Summer, and the rock nets him over $40 a ton, showing its value to be over $80. He returned yesterday from the mine, and is preparing to set up a five-stamp mill, as he thinks there is no use in throwing away $40 a ton.

Mr. Burns says the ledge has been opened up to a depth of 100 feet; its thickness thus far varies from four to six feet, while the pay chute can be traced for 300 feet along the top of the hill. He has hands at work now, running a tunnel so as to strike the ledge at a depth of 125 feet below where ore is now being taken out.

He thinks Curry County is going to prove one of the best mineralized portions of Oregon, but capital is needed to develop its resources. Of course, if all ledges were as rich as this one," he said yesterday, at the St. Charles, "they would pay their own expenses of developing, but this cannot be expected of the average mine. We must prepare to put in a lot of money before we begin taking any out. It costs money to build roads and open up mines, in order to be sure you are right before you go ahead with your mill." Mr. Burns' shipping point is on the Southern Pacific, at West Fork Station, in Douglas County.

PERSONAL MENTION.

Dr. E. C. Pohl has returned from Cape Nome.

J. A. Neill, a merchant of Sumpter, is at the Perkins.

Dr. J. D. Shaw, of Salem, is registered at the Imperial.

Professor Thomas McClelland, of Forest Grove, is registered at the Perkins.

G. W. Whitehouse, a merchant of Walla Walla, and family, are guests of the Perkins.

Captain W. P. Wainwright, of the United States Army, is registered at the Imperial.

J. S. Purdom, a railroad man of Athena, is at the St. Charles, accompanied by his wife.

William Winters, Mr. Doran and E. W. Jones, mining man of Spokane, are registered at the Imperial.

Miss F. Byllieu Lounsbury is visiting at Long Beach, Wash., the guest of Mrs. E. M. Purinton, of Tacoma.

Mrs. Glasou-Osborn, of Winnipeg, who has been visiting friends in Portland for six weeks, leaves for home this evening.

R. B. Dixon, a Douglas County cattle man, who took a number of fat steers to Nome, returned yesterday, and is registered at the Perkins.

Mr. Charles J. Matz, who has been in New York for the past eight weeks, returned yesterday. He reports the weather having been extremely warm in the East.

William Blount and wife, of Canby, returned yesterday from their old home in England, and are registered at the St. Charles. They took in the Paris exposition.

NEW YORK, Aug. 26.—Northwestern people registered at New York hotels are: F. Fitch, of Portland, at the Imperial; Mr. and Mrs. W. B. Jenkins, of Seattle, at the Albert.

FOR THE FLORAL PARADE

GENERAL OWEN SUMMERS WILL BE GRAND MARSHAL.

Crowds of Visitors Throng the Street Fair and Foreshadow the Great Carnival Rush.

General Owen Summers has been chosen grand marshal of the floral parade, September 7, Woman's day. Upon him will fall the honor and work of marshalling the numerous floral floats and beautifully decorated equipages that will be seen in the parade, filled with pretty flower girls, Cupids, goddesses—an array of youth and beauty quite unlike the stern military battalions that the General is accustomed to lead. For the parade, as in California, will be a society event, and all of the swell tallyhos, drags, tandem turn-outs and carriages will be in the parade, decorated with all the varieties of wild and cultivated flowers that bloom luxuriantly in Oregon. When the floral pageant passes in review before the Carnival King and Queen, a committee of judges will also take note of the merits of each passing display in order to award with discrimination the prizes for each of the following classes: Double rig, single rig, ladies' secret orders, tandem teams, women on horseback, men on horseback, bicycles, tandem riders and baby buggies.

Miss Alice Thayer, Carnival Queen, received yesterday many congratulatory messages from friends, felicitating her upon the high honor that she had received. In regard to choosing her court, she said: "I have not yet chosen any of my maids of honor, nor am I as yet very familiar with my duties as Queen. I have given the matter very little thought as yet."

Throngs of people passing through the Street Fair yesterday gave it the appearance of being open and ready for the reception of visitors. Even though the interior of the buildings and booths were rough and undecorated in finish, exclamations of pleasure were heard at the magnificent scale in which the whole Street Fair had been projected and the care with which the plans were being executed. The perfect arrangement for lighting the long passage-ways between booths and through the buildings, which will illuminate the night time with a bright and sparkling daylight, has been completed. The central power-wire has been stretched along overhead the main passage-way like a trolley-wire, and from this at close intervals drop festoons of incandescent lights to the sides of the booths. The scene from the Washington-street bridge, looking down upon the thousands of dazzling lights, the beautifully decorated booths, the stately Morrison-street arch, also studded with electric light bulbs, the gaily-moving crowds of spectators—will be worth traveling miles to see.

And thousands of visitors are coming to see the carnival from Washington, Idaho, Montana and California. Special excursion trains are to be run from Seattle, Tacoma, Spokane, and large parties are being organized in Butte, Helena, Boise City, Baker City, Pendleton, and from all the towns, large and small, in Oregon and Washington. The scenes Saturday evening on Morrison, Alder and Washington streets, when The Oregonian tower was illuminated in view of thousands of people, will be repeated daily during the carnival, but on a scale ten times as large.

A Portland man who has seen all the large carnivals in the Eastern cities said yesterday:

"This carnival of Portland's will surpass anything of the kind that I have ever seen in any Eastern city. It has grown and grown until it has reached a magnificent size and extent. Anyone who walks through the fair on Sixth street will be impressed with the magnitude of the undertaking, and when everything is finished, the decorations of the booths completed, the exhibits all placed in their buildings, the amusements in full sway, the fair certainly will make the Portland people proud of its success. The Portland business men have supported the enterprise liberally, and the fair will be one of the greatest advertisements that Portland has ever had."

The Dollar Above the Man.

Gray's Harbor (Wash.) Gazette.

Mr. H. A. Wells, who has been our printer since we have been the owner of the Gazette, "suddenly folded his tent and silently stole away without cause, so far as we know, unless it was because we had overpaid him to the amount of $12.85. While we think unions are all right, yet we think there should be some protection for the employer. In the absence of a printer this week, we have had to work day and night to get this issue out. Such men should be spotted.

FARM CREAM SKIMMING.

Hand Separators as Educators in Dairy Industry.

Chicago Dairy Produce.

Hon. B. P. Norton, Iowa's Dairy Commissioner, discusses as follows the future of the baby separator in his 12th annual report:

The great increase in the use of farm separators is easily noticeable. Despite the expense connected therewith their use bids fair to become more or less general in the dairy portions of the state, and while their introduction may not be looked upon with favor by all creamery men, it will be necessary to adjust ourselves to the new conditions. The creamery can only exist when the farmer is making some money out of his dairy, and if he sees that he can make more money with the same or less work by skimming his milk at home he will do so. And in the end the creamery will be benefited by the increased interest in dairy matters and the increase in the product thereof sent to the creamery to be worked up and sold.

The advantages of the farm separators are:

Effectiveness of skimming over any method of gravity creaming.

Saving in cost of hauling milk to creamery and back.

Increased value of the skimmed milk, due to its uniform sweetness.

Saving of time, labor, and dairy utensils formerly in use.

The disadvantages are:

The expense.

The labor of running the separator.

Despite the fact that there are many separator creameries in Iowa, there is still a great number of large dairies, and innumerable smaller ones, that still pursue the old wasteful methods of gravity creaming. To these, where the dairy is large enough to warrant the expense, the hand separator comes as a money-making machine without a doubt. The best methods of gravity creaming, using ice, leave in the milk from six to nine-tenths of one per cent of fat, while the best separators will take out practically all of the fat, and give a better quality of cream. Such a saving of one-seventh or one-sixth of the total fat content of the milk is certainly desirable. It seems to be a self-evident proposition that the use of the farm separator will soon become the regular thing in connection with gathered cream factories.

It is not to be expected that the use of the farm separator will become universal and so crowd out the separator creameries, but only that the larger dairies will take advantage of its usefulness, and that the smaller producers will still continue the present system, and the natural growth of the industry all over the state will support all the creameries we now have, and in a few years will support twice as many as at present.

SHE WANTED TO KNOW.

Question as to Poisoning Hen's Eggs Still Unsolved.

A woman of a scientific turn of mind residing in the suburbs and engaged in poultry raising called up a city official by telephone one day last week and told him that the carcass of a cow which had been poisoned was not far distant from her place. The official, who was busy, replied:

"Very well, madam, I will see that it is removed at once."

"Please wait till I get through," came back over the wire. "I do not want the carcass removed, as my chickens are eating it up. What I want to know is what effect the poison will have on the eggs my chickens lay?"

"I cannot tell you for certain," replied the official, "but you had better eat some of the eggs, and if they do not kill you, let me hear from you again."

She has not yet been heard from, and the official is content.

An Equine Gold Brick.

Lebanon Criterion.

Joe Haslet, Jr., rode A. O. Sturm's "bucking broncho" over to Albany Saturday, and sold it to the Government horse-buyer for $45. Mr. Sturm feels that he has cleared $44.50 on the horse.