

FINE FOR STOCKRAISING

WHEELER COUNTY PRODUCERS
PREFER BUNGRASS.

Spanish Gulch Mines Discovered
Nearly 40 Years Ago Being
Regularly Worked.

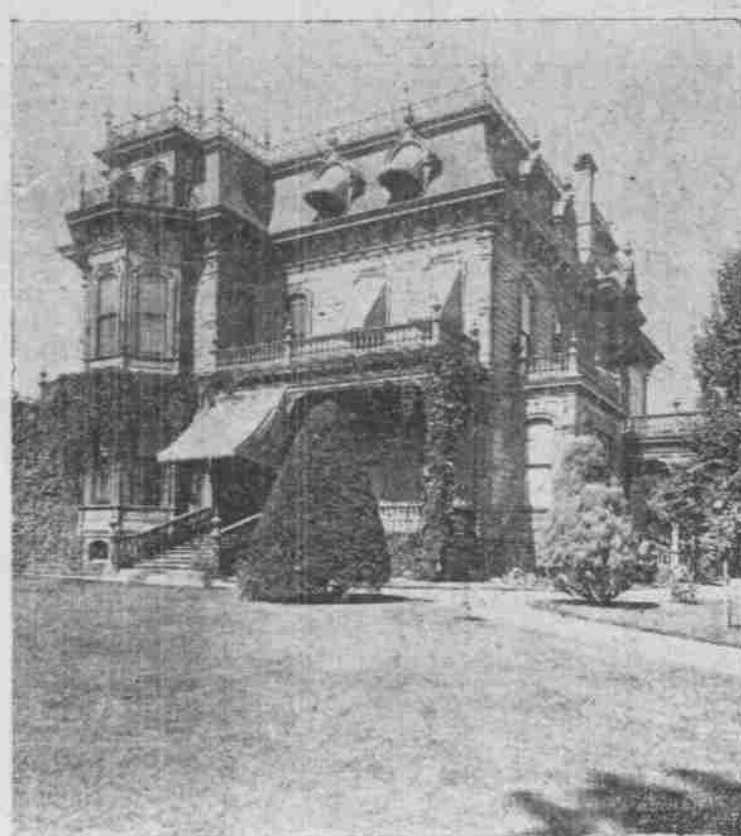
Wheeler, Oregon's youngest county, is about 20 miles long and 15 miles wide. It is chiefly a stockraising region. It is not thickly settled, the recent census giving it only 245 inhabitants, but those who live within its boundaries enjoy a high degree of prosperity. When the county was created, in 1889, it assumed a debt from the parent counties of \$23,922, which it has already cut down to \$20,000. Besides it has paid current expenses and paid \$2000 for record books, transcribing records and office furniture.

In the way of resources, Wheeler County has 164,175 sheep, according to the last semiannual report of the county stock inspector, 12,000 cattle, 800 horses and 1000 hogs. The amount of hay is not recorded, but a sufficient quantity is raised on the rich creek bottoms to feed the stock during the winter months which vary from one to three. At this writing (December 18, 1900), the weather is warm and mild, the hills are beautifully green, and no snow has fallen. Grain enough is raised for the county's needs, but practically none for export, not that it could not be raised, but because the average Wheeler County stockman would rather have one acre of good bunch grass than two acres of doubtful grain, which, when you get it, all too often barely pays the cost of production.

After the stock industry, the next valuable of Wheeler's resources is the timber belt extending almost without a break from one end of the county to the other. Some day, we believe, this will be the county's most valuable resource when the railroad, which during the past year has come from 50 to within 30 miles of us, taps it. At present, there are six sawmills in the county, which are taxed to their utmost capacity to meet the growing demand for lumber.

Ranking next to timber in value, are our mines, the great value of which has never been noted abroad, and, in fact, was little known until 1890 by the people of Wheeler County themselves. The mines in this county are situated in the Camp Watson Mountains, a spur of the Blue Mountains, about five miles from its southern boundary, in what is known as the Spanish Gulch district. So far, they are not extensive, but the placers are rich, and there is great promise in the quartz.

These mines were discovered in 1882 by two Mexican or Spanish packers, who while packing provisions from The Dalles to the Canyon City mines, found a pocket in a ledge that crosses the gulch in the vicinity of the old trail. In the fall of 1884 a company was organized in Canyon City to prospect the Spanish Gulch region, the moving spirit in the enterprise being the late Dr. J. M. McCoy, well known to the pioneers of Grant County, and for many years a resident of East Portland. This company surveyed and dug the first ditch in that section. It was seven miles long, and water was turned into it from Rock Creek in 1885. The company used the hydraulic process, with a "distributing chest," the most improved method of that day, which has long since given way to the "giant." In 1887 another ditch, five miles long, was made, the water for it also coming from Rock Creek. Another ditch followed in 1888, and later, two other ditches, each



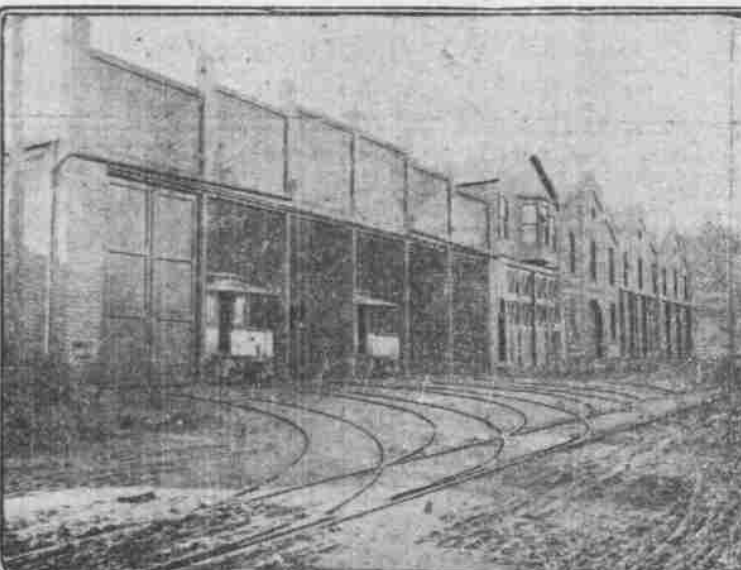
RESIDENCE OF THE LATE HENRY FAILING, WEST SIDE OF FIFTH ST., BETWEEN TAYLOR AND SALMON, PORTLAND.

working them on their own account, with the result that out of the placers alone the yield last year was over \$25,000. The best placer claim is owned by Robert Cannon and Charles Johnson, who in a 10 weeks' run last summer, with four men, cleaned up \$3000. They took out quite a number of nuggets worth from \$50 to \$100, and one nugget weighing 15 ounces, value \$272. William Waterman & Co. cleaned up \$3000 in a four weeks' run. Jones & Co., of The Dalles, who own a good placer mine in the district, took out about \$4000.

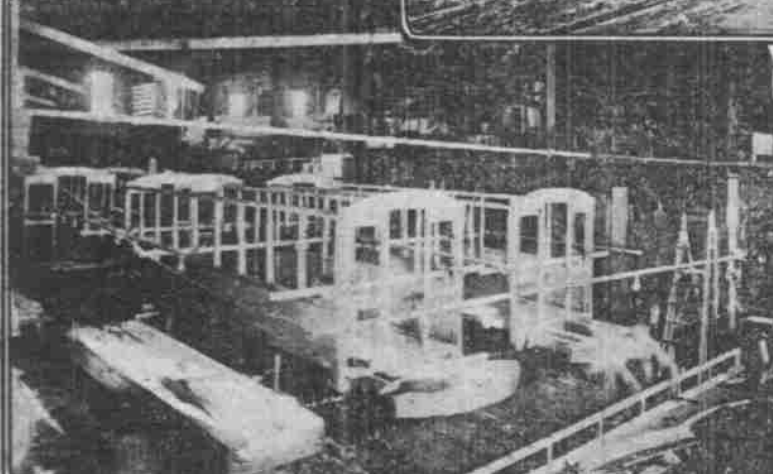
Some very good quartz claims, with veins from five to seven feet in width,

PORTLAND RAILWAY COMPANY

The past year has witnessed no diminution in the operations of this company in extending and improving its lines and service. It has completed the extension of its Sixteenth-street line into the manufacturing section of the city, reaching the O. R. & N. boatyard, the Government boatyard and the sawmill district. Nearing completion is the extension to South Portland of the Fifth-street line, affording to the southern part of the city badly needed transportation facilities. For the greater portion of the



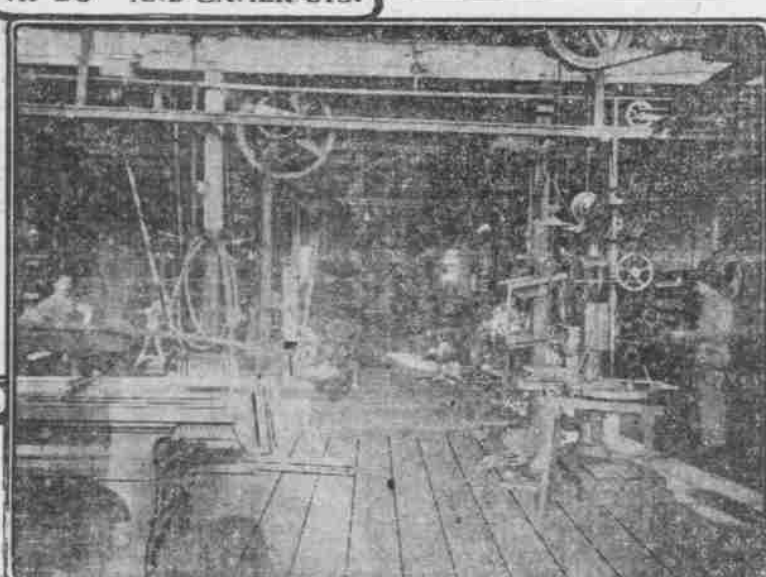
CAR BARN AND SHOPS AT 20TH AND XAVIER STS.



INTERIOR VIEW OF SHOPS. CARS IN PROCESS OF CONSTRUCTION.

From photo by L. J. Hicks, Portland.

THE EXTENSIVE PLANT OF THE CITY & SUBURBAN RAILWAY COMPANY PORTLAND, OR.



MACHINE SHOP AND ARMATURE WINDING DEPARTMENT.

six miles long. In these days the placers paid fairly well, but nothing of extraordinary value was found, and for many years little was heard of them, during which time they were worked by Chinamen, who leased the diggings from the owners.

A year or two ago it came to the knowledge of the mine owners that the Chinamen were coming money out of the diggings, and since then they have been

have recently been discovered in this district, ore from four assays of which average \$16, \$19, \$22 and \$24, respectively. One small stamp mill was put in a few months ago, and others will follow soon. It is the opinion of experienced miners that some day there will be a great mining camp in the Spanish Gulch district.

JAMES S. STEWART.
Pouss, Or.

route this provides a double-track system. In construction it is thoroughly substantial and up to date. During the year a considerable amount of new equipment has been purchased in the way of modern motors, new cars for the Fifth-street line, and additional machinery for the shops, for repairs and new work. The motive power, rolling-stock and roadbed have been well kept up. As a result of capable service and the excellent condi-

tion maintained in the rolling-stock and roadbed, the company has enjoyed remarkable immunity from casualties and accidents of any kind. It seems somewhat of an anomaly to speak of the economic operations of a city railway line, but it is doubtful whether any other electric line in this country, unless it be that extending down the Niagara Gorge, affords the features of spectacular interest reached by the Portland Railway Com-

NEW YORK
CINCINNATI
CHICAGO

AMERICAN BOOK COMPANY

BOSTON
ATLANTA
PORTLAND

Represented by
R. L. EDWARDS.

HIGHEST AWARDS AT PARIS

Received TWO GRAND PRIX
And... THREE MEDALS...

AT THE PARIS EXPOSITION OF 1900

The illustration published herewith directs attention to the American Book Company's exhibit at the Paris Exposition, which, in competition with the world, received the highest award and premium possible to bestow. These priceless tokens of merit were eagerly sought for by school-book publishers everywhere, a fact that greatly enhances their value to the American Book Company, as showing the superiority of its productions over those of any rival or competitor in existence at this time. The American Book Company, by the way, represents the pioneer school-book publishing concerns of the United States, having, by purchase, in 1889, acquired all the properties of the original houses. It is doubtful, indeed, if the magnitude of this enterprise is even slightly comprehended by the masses of the people. Few, it is believed, are aware that there is not a school, no matter how large or how small, not only in Oregon and other Pacific Coast States, but throughout the United States, in which many of this company's books are not in use. This truth once understood will enable the thinker to comprehend why the American Book Company maintains the largest printing and binding plants on this continent, and why it has been enabled to greatly reduce the cost of school books without deterioration of contents, the quality of paper used, or the superiority of its bindings. All the excellencies of school-book publishing known to its predecessors have been not only maintained but added to, by this company, yet today parents pay less for the books from which their children receive instruction than at any other period in the history of this nation. It is more than 50 years since the original houses comprising this great institution were first established, and the last decade of this half century has witnessed so great an improvement in American school books that its truthful narration would tax the credulity of any one not closely identified with the largest scholastic institutions. These betterments have become so widely recognized, and the merits of the American Book Company's products so broadly understood, that the scope of civilization is its fertile field.

It furnishes books for the English schools in China, the American schools in the Philippine Islands, publishes them in Portuguese for the pupils of Brazil and in Spanish for Cuba and the South American countries. It publishes, all told, about 300 volumes of school books, and each year adds from 20 to 300 to its list. These new publications are, in many cases, improvements on books formerly issued. In every instance, however, they represent the best thought and labor of distinguished educators—persons of national educational renown—and the perfection thus attained was fully recognized at Paris when the awards were made.

The publication of these new school books, it may interest readers of the



Photographs of Exhibit of American Book Company, Paris Exposition, 1900.

Oregonian to know, is attended with large expense and considerable risk to the publishers. First of all, the writers and compilers of such school books as the American Book Company produces, are persons who have attained lofty places in the world of education, and command large pay for their services. Then there is the cost of type-setting, printing, binding, and last, but not least, that of introduction and advertising, and revisions which tend to make their publications the more perfect. But suppose unfavorable criticism should result in public rejection of a volume, what then? Thousands of dollars have been wasted. Fortunately the well-balanced intellect, ripened judgment and scholarly attainments of those in charge greatly diminish this risk, still there is always the possibility of the loss of large expenditures on these ventures. The American Book Company, however, is never deterred by these chances from the performance of that it conceives to be its duty toward the world-wide public that it serves.

What becomes of old or obsolete school-book publications is something that the ordinary mortal seldom, if ever, concerns himself about—probably never gives the subject more than a

passing thought of curiosity. To the school-book publisher the matter has an interesting phase. So soon as one school book is supplanted by another, that is, is accepted as superior in merit, the American Book Company calls the old one in, from all civilized regions of the globe, and thousands upon thousands of copies that have never reached the pupils' desks are at once destroyed. Their value has departed. They are known no more.

Now, to speak locally, Oregon, as well as Portland, has a lively interest in the well-stocked branch of the American Book Company, located in this city since 1882. Its coming immediately established Oregon and its metropolis as the school book and educational center of the Pacific Northwest. It brought to our doors school books of merit, and educational facilities that we had not before enjoyed. It assisted in bringing uniformity in the price of text-books out of the chaos of other days, and providing our schoolrooms with all those superior educational facilities previously possessed somewhat exclusively, by our friends of the Eastern states.

The close relationship, the mutual interest, existing between school-book publishers and the public schools, so rarely considered as they deserve,

have been largely enhanced by the management of the company's affairs in Portland. There is no room for quarrels or disputes between the publishers and the schools. They work in harmony, one with the other, for the betterment of the schools of the state, and conversations with local educators show that at no time in Oregon's educational history has this tranquility been so clearly and beneficially apparent as it is today. Captain R. L. Edwards, in charge of the Portland house, has worked indefatigably to accomplish this result. The merit of his labor deserves the success with which it has been crowned. His house in Portland is a large and active business concern of our city, and is sure to keep well abreast of the progress of the commonwealth and municipality in which it so deservedly thrives.

The schools of a community are its most sacred public institutions and it is hoped that the sad experiences of our sister state of Washington with amateur school-book publishers will never becloud the educational atmosphere of Oregon. The schools of this state are among the best in the country. They should never be degraded by experiments.

pany. The view from Portland Heights is unexcelled anywhere. And the trip to Vancouver, Wash., including the ride on the company's ferry-boat, is one of rare beauty and interest. Throughout the past summer the rapidly increasing travel to these points has attested the appreciation in which the traveling public holds the frequent and convenient schedule service. The receipts of a street railway company constitute one of the best-known barometers of general business conditions. And in this respect the showing made by this company for the past year is a most wonderful one as compared with the situation of a few years ago.

CITY AND SUBURBAN.

One of the best electric street railway systems to be found in any city in the United States of Portland's size is that of the City & Suburban Railway Company, of Portland. The tracks operated

by this company run in almost every direction of the city, cars from 15 different lines controlled by this system passing Third and Morrison streets at almost every minute of the day. It is doubtful if suburban residents in any city in the West enjoy as complete and satisfactory a service. The cars used on all of the lines are handsome, up to date and comfortable, the roadbed is kept up in excellent shape, and the people of Portland can congratulate themselves that home capital has provided such a modern and model street-car system. There has been a gratifying freedom from disaster and casualty throughout its operation, which has been largely due to perfection of equipment and roadbed and excellence of service.

During the coming year the company expects to expend about \$200,000 in improvements in rolling-stock, roadbed and on the power-house. These betterments will cover improvements on the Upper Albina line, double-tracking Williams ave-

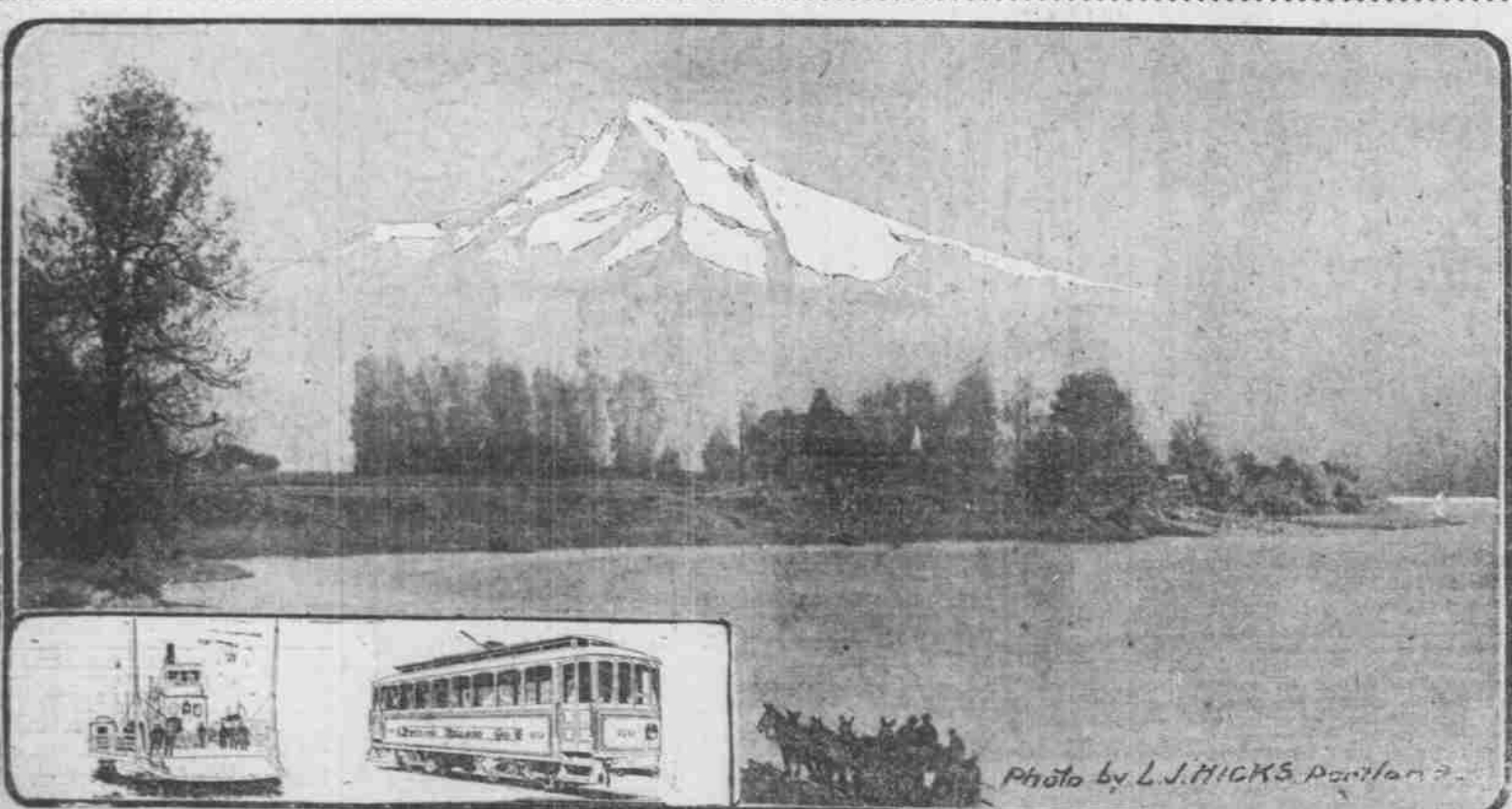
nue from Cherry street to Piedmont, and electrifying the St. Johns line. A new line will be built out through Southeast Portland to the Southern Pacific shops, as well as extension double tracks on lines now operating as single track. The company is now placing in its power-house another 800-horsepower direct connected dynamo. It also has a number of new cars under construction at its shops. The system has been a most potent factor in the building up and development of the suburban points which it reaches. The St. Johns, East Ankeny, Mount Tabor, Waverly and Woodstock lines all bear evidence to an activity and progress fostered and encouraged by satisfactory transportation facilities.

A company is being organized at Union for the purpose of manufacturing farm rollers. The roller is a combination of three rollers so arranged as to adapt itself to the surface of the ground, no matter how rough or uneven.



THE NEW HEADQUARTERS BUILDING OF THE PACIFIC STATES TELEPHONE & TELEGRAPH COMPANY, PORTLAND, OR.

Successors to Pacific Telephone & Telegraph Company, Sunset Telephone & Telegraph Company, Oregon Telephone & Telegraph Company, Inland Telephone & Telegraph Company. Operating 1799 public stations in 115 Pacific Coast counties, affording direct communication with nearly 100,000 subscribers in Arizona, California, Nevada, Oregon, Washington and Idaho.



COLUMBIA RIVER FERRY.

COMFORTABLE VESTIBULED CARS.

MT. HOOD AS SEEN FROM FERRY ON THE COLUMBIA RIVER.

SPECIAL ATTRACTIONS OF THE PORTLAND RAILWAY COMPANY'S LINES.

Photo by L. J. Hicks, Portland.