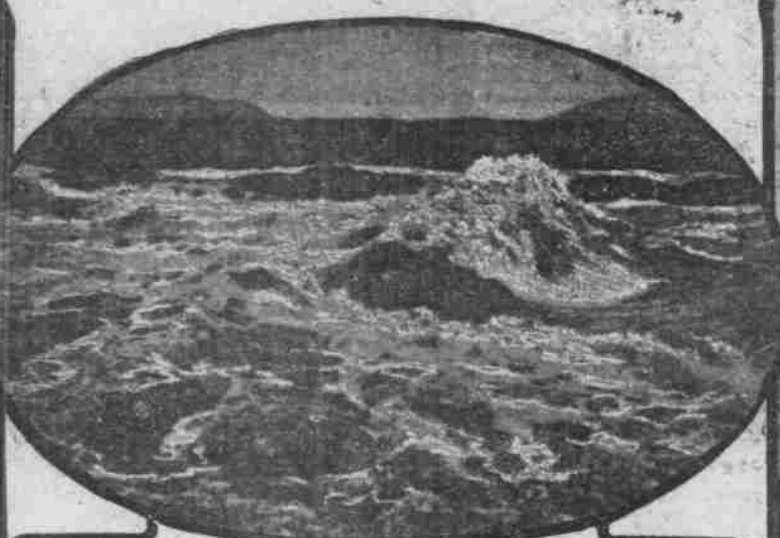


IF YOU LOOK OUT THE CAR WINDOW, THE PASSING LANDSCAPE DOES THE REST.



Rapids of the Columbia River, Near Celilo.
Photo by ARTHUR SEUFERT, The Dalles, Or.

THREE TRAINS A DAY EACH WAY BETWEEN PORTLAND AND CHICAGO

OREGON RAILROAD & NAVIGATION COMPANY

The water-level route through the great gorge of the Columbia River; matchless service; the grandest of scenery. Nobody who makes a transcontinental journey should fail to select the famous Columbia River Route, with its western terminus at Portland.

Overhanging Cliff, Columbia River.
Photo by Geo H. Weister, Portland.

THE CHICAGO-PORTLAND SPECIAL, EAST OF THE DALLES, OR.
A solid vestibuled through train between Portland and Chicago, which covers the distance of 2314 miles between the two terminal points in three days. This is one of the finest trains on the continent.

Ocean Portland-San Francisco Regular Fast Steamers on this Ocean Service Greatest Comfort & Safety.

Rail Covers Oregon, Washington and Idaho and connects direct with all points East.

River The O.R. & N. Runs the finest fleet of Steam boats on the Willamette and Columbia Rivers.

GRANDEST PANORAMA OF VIEWS IN AMERICA.

THE O. R. & N. COMPANY

THE GATEWAY TO PORTLAND AND THE SEA FOR ALL LINES.

This is the One Railroad Terminating at Portland Which Exploits Portland's Advantages.

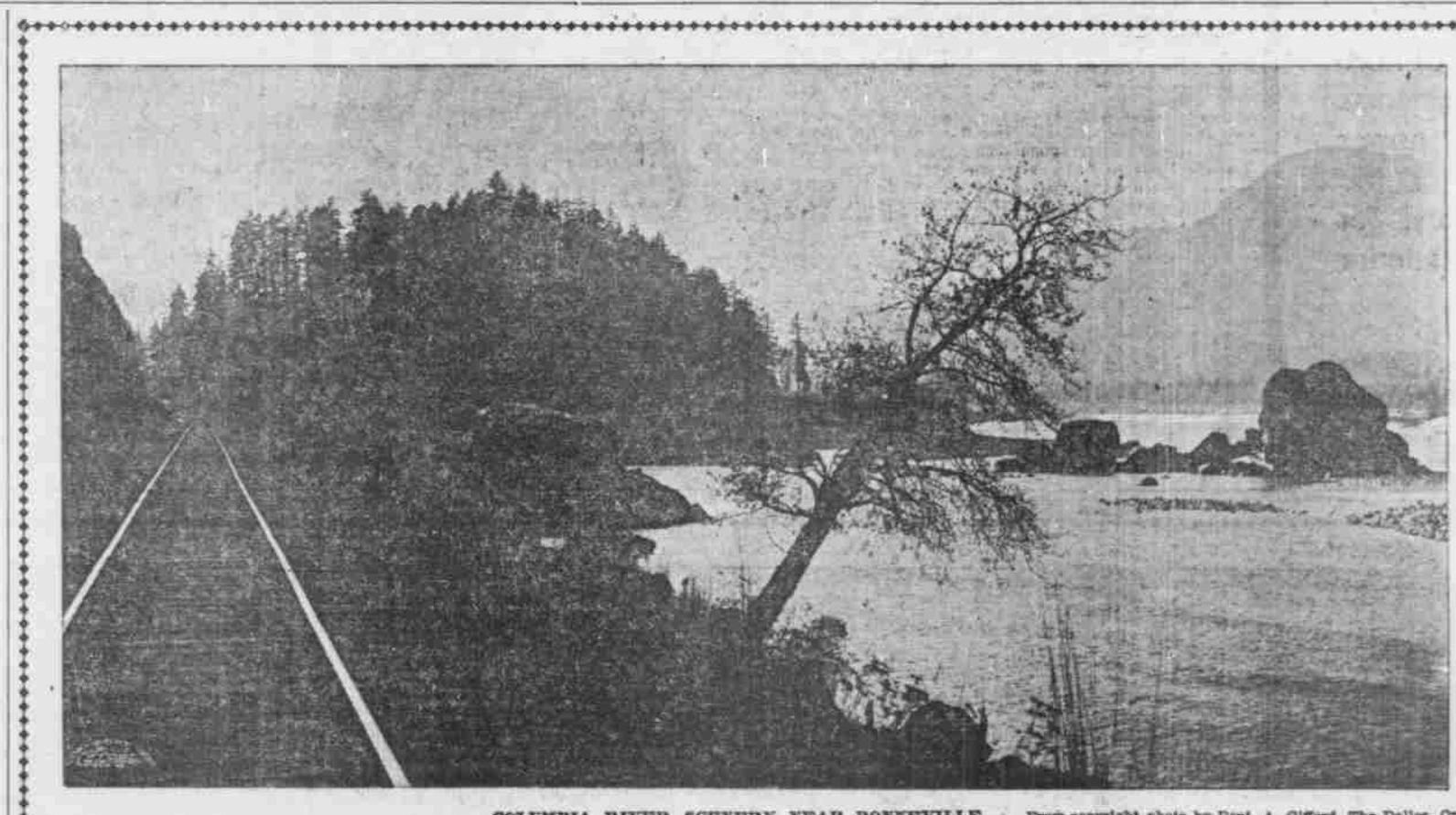
The history of The Oregon Railroad & Navigation Company is the history of the wonderful section of country which the rails of this company so fully cover. No railroad in America today occupies a more unique or commanding position than does the O. R. & N. Co., whose head offices are maintained at Portland, and whose affairs are governed by the local board of directors which annually meets in Portland for the election of its officers, and for outlining the general policy of operation which the executive officers of the company pursue during the year following their election. In its operation, in its time schedules, in the general conduct of its affairs, in the efforts which the management may make to meet the new conditions constantly arising from the demands made for the extensions of its trackage to cover new sections of country that the miner, the farmer and the lumberman have reclaimed and have made habitable from the standpoint of a modern civilization. The O. R. & N. is essentially a Portland road. It is a road that was built as a legitimate and pressing demand for a line that could properly handle the large and constantly increasing traffic centering at Portland, and its success, as gauged by the prosperity of the country it traverses, by the quotations of its stock on Wall street, and by the rapid extension of radiating lines of roads built and operated as feeders to the great parent system itself, is taken by discerning men as presaging a great future for Portland and for the wonderful tributary district embraced within the borders of the four or more states of which Portland will always remain the center of business and of finance.

Starting at Portland, the line of the O. R. & N. Co. runs east through the great gorge and valley of the Columbia River to Wallula, Wash., a distance of 213 miles. At Umatilla, a point 135 miles east of Portland, the line branches, one for running to Huntington, Or., 42 miles east of Portland, and the other to Spokane, Wash., by way of Wallula, a distance from Portland of 20 miles. The Spokane line is used for local traffic covering the important country between Portland and Spokane, and for the entry of the through trains of the Great Northern Railway Company, with its eastern terminus at St. Paul, Minn., into Portland. The Umatilla-Huntington branch is used for the truckage of the Union Pacific, Chicago Northwestern and other through Eastern lines, all of which enjoy extensive terminal facilities at Portland. In addition to these two important branches, side lines of the O. R. & N. Co. lead out from the main line of the system as follows: Heppner Junction, 150 miles east of Portland, south to Heppner, a distance of 45 miles; Wallula to Grange City, via Walla Walla, a distance of 51 miles; Bollen, on the Wallula-Riparian branch, 27 miles east of Portland to Dayton, a distance of 13 miles; Starbuck to Pomeroy, a distance of 20 miles; La Crosse, on the Wallula-Spokane branch, 87 miles east of Portland to Washburn, a distance of 33 miles; Winona, on the Wallula-Spokane branch, to Pullman, Wash., and to Moscow, Idaho, via Colfax, Wash., a distance of 19 and 25 miles respectively; from Colfax, a distance of 34 miles east of Portland, main line Washington division, continues through Garfield and Farmington; Tekoa, on the Wallula-Spokane branch, to Wallace and Burke. In the center of the great Cour d'Alene mining belt, distant respectively 80 and 87 miles from Tekoa; Pendleton, 225 miles east of Portland, on the Umatilla-Huntington branch, to Walla Walla, a distance of 47 miles; La Grande, on the same branch, 303 miles east of Portland, to Elgin, a distance of 21 miles. The rail lines of the O. R. & N. Co. cover Eastern Oregon and Washington, Northern Idaho, and through direct rail connections all of these three states, as well of the other states of the West and Middle West. Its transcontinental trains are as elegant in their appointments as any of the limited trains of the East, and in its fast time, in its wonderful scenic at-

tractions, in its terminal facilities, and in its general appointments, it vies with any of the best advertised of the great trunk lines of the United States.

The total trackage of the Oregon Railroad & Navigation Company is 1190.70 miles. The construction of this road through what many practical railroad engineers once termed the impassable gorge of the Columbia River was one of the marked achievements in railroad building of the century. This river, which drains a watershed that embraces within its borders thousands of square miles of territory, is one of the great navigable waterways of the world. The line of O. R. & N. Co. from Wallula to Portland for nearly the entire distance between these two points hugs the south shore of the Columbia. Over this entire route a panorama of rapidly changing scenes greets the eye of the traveler who is fortunate enough to ride in one of the palatial cars of this road that has furnished the theme for some of the greatest literary descriptive efforts of American writers. Its track is level, its rails are heavy, and of the best steel, and in point of comfort, safety and attractiveness, the traveler can confidently select the route of the O. R. & N. Co. as one of the most popular of the Continent.

In addition to its rail lines, The Oregon Railroad & Navigation Company operates on the Willamette, Yamhill and Columbia Rivers important lines of freight and passenger steamers. The passenger service of this company on the river between Portland and Astoria, a distance of 100 miles, equals, in point of comfort and fast time, the service of the best-regulated steamboat lines anywhere. The length of the river lines of this company in Oregon, Washington and Idaho aggregate 375 miles. Between Portland and San Francisco, a distance of 600 miles, the company operates a line of fast and commodious passenger steamships, which usually make the run between these two points on as near schedule time as it is possible for a perfectly appointed water line to maintain. The company also runs a line of fast freight and passenger steamships between Portland and the Orient. These steamers are of great carrying capacity, and the business they handle is a most important item in Portland's export trade. W. H. Huriburt, the general passenger agent of the O. R. & N. Co., has shown special energy and ability in advertising to the world at large the advantages of his line from the tourist's standpoint, and



COLUMBIA RIVER SCENERY NEAR BONNEVILLE. From copyright photo by Benj. A. Gifford, The Dalles, Or.

of the rich country which the line traverses, as these advantages may appeal to the intending settler in the West. Mr. Huriburt is ready at all times to furnish any special information desired regarding the road itself or of the territory which the practical exploiting methods of the management of the O. R. & N. Co. have done so much to develop.

PORTLAND ROLLING MILLS.

One of the Most Interesting Manufacturing Enterprises in the Northwest.

Among the interesting manufacturing enterprises located in Portland, that of the Portland Rolling Mills is undoubtedly

one of the most important, not only to the city, but to the trade of the entire Northwest. Being the only one of its kind in this section of the country, it supplies the trade with iron for manufacturing purposes at prices which, were it not for its existence, would be largely augmented by the addition of heavy freight rates. Prompt delivery is also an

important factor to dealers, and, having the iron manufactured almost at their doors, they are always enabled to purchase only as to their direct requirements.

The Portland Rolling Mills was established in 1892, and since that time it has been kept in almost constant operation, with each year an increase in facilities for the manufacture of all kinds of bar iron and steel, and a widening of its field of business in the growing Northwest. Nearly all of the wholesale dealers in this section patronize this company.

The output of the Portland Rolling Mills at the present time is about 20 tons of finished iron per day, the plant being kept in constant operation, night and day. The company employs about 70 men, who are paid the amalgamated scale of wages, which averages higher than that of any other manufacturing enterprise in this section of the country.

A PROSPEROUS MARKET.

Duffy's Butchering and Packing House, First and Madison.

It is nearly a quarter of a century since Thomas Duffy, proprietor of the Empire Market, First and Madison, came to Portland from his Massachusetts home. For the first 10 years of his residence here he was associated with others in the retail butchering business. In 1888 he engaged in business for himself, and has been continuously prosperous from that day to this. Mr. Duffy at this time serves the best class of hotels and restaurants with his superb meats, and the best families of the city, within range of his establishment, are numbered among his patrons. These things would not be worth it not for the truth that Duffy's market is supplied from the very best stock to be had from Oregon's broad ranges, and that Mr. Duffy and his men do business on the lofty plane of exact and equal justice to every patron. On this honored platform the Empire Market stands. It is prosperous. It ought to be.

BECK, THE JEWELER.

John A. Beck, 207 Morrison street, is one of the oldest and best known jewelers in the city. Mr. Beck began business in Portland in 1870. Conservative in business and absolutely reliable in his methods, he has, for 30 years, held the confidence of all who have at any time had dealings with him.

WONDERFUL FERTILITY

COLUMBIA SOUTHERN RAILROAD'S RICH AGRICULTURAL TERRITORY.

Sherman County's Grand Wheat Fields Have Produced One-Sixth of Oregon's Wheat Crop.

Sherman County, by the tortuous route of the Columbia River, is located nearly midway between the eastern and western borders of the state and on the extreme northern line of this commonwealth. The county is small in area, but its soil is exceedingly fertile in the production of grasses, wheat, barley, oats, peas, flax, beans and all varieties of vegetables indigenous to that delightful climate. For agriculture, stockraising, apples, peaches and small fruits this region is not excelled by any locality west of the Rocky Mountains. In truth, the stockman's, agriculturist's and horticulturist's paradise, and is peopled by men of energy, pluck and education.

One of the great attractions of Sherman County is its convenience to the markets of the world. While, as stated, it borders on the Columbia River and O. R. & N. Railroad, its important outlet is the Columbia Southern Railroad, a line of its own and practically controlled by its own people. This road has a junction with the O. R. & N. at Biggs, an important wheat and stock shipping point 20 miles east of The Dalles and 108 miles distant from this city. And if there was ever a desolate, heartbroken, sad-eyed, consumptive-looking spot above the surface of the earth, its name is Biggs. Judging Sherman County and the region south from what may be seen at this place, one would not be long in mentally consigning the borders of the Columbia Southern to a seat in the Congress of the United States or a berth in the least dignified and most sorrowful lunatic asylum beneath the stars. Sand carried down the Columbia by spring freshets has pre-empted the mouth of the canyon where the railroad begins its ascent to the rich upland prairies. It is there in heaps as many as 20 feet deep, giving to Biggs the most desolate appearance possible to imagine. This sand does not belong there, to be sure, but it's there, and its right of possession it is useless to question.

From this junction the road runs southward to Wasco, Klondike, Summit, DeMoss and Moro, the county seat, a distance of 57 miles; thence to Grange Valley, a beautifully located village 11 miles to the southwest, and on to Shanhiko, 70 miles from its beginning. Here construction work has ceased for the present, but it is the intention of the management to continue the road onward through Crook County, so as to tap that vast arid section of the state soon to be brought under the influence of irrigating ditches now in process of construction. This continuance, it may be stated, means more to Portland than the building or extension of any line of road now in the eyes of our people, except perhaps the contemplated Nehalem road. It will bring to this city the business and products of a small empire now being anxiously sought after by California people who are constructing a line into this very region.

Mr. E. E. Lytle, the promoter, builder and chief official of the Columbia Southern, is a young man of great energy and the keen business acumen. While station agent of the O. R. & N. at The Dalles, together with J. M. Murchie, he conceived the idea and perceived the practicability of building the road, and through their pluck and enterprise it is an actuality. In this addition to the railroad mileage of Oregon they have done more for Portland than have half a score of rich men who have resided here all their lives.

The Columbia Southern is a well-constructed and finely equipped railway, and it opens to Portland's markets the most productive farm lands of the West. Although there is yet considerable Government land in Sherman, that county three years ago produced one-sixth of the wheat crop of the state.

SQUAW ISLAND, NEAR CASCADE LOCKS, COLUMBIA RIVER. From copyright photo by Benj. A. Gifford, The Dalles.

W. C. Alloway, of The Dalles, Portland & Astoria Navigation Company, is authority for the statement that the Indians placed their squaws and papooses on this island during their famous fight with Lieutenant, afterwards Lieutenant-General, Philip H. Sheridan, in 1858.