

WORLD MARKET FOR FRUIT

FAME OF OREGON'S RED APPLE HAS SPREAD TO EUROPE.

Willer Prize Won at Buffalo in Competition Against the Rest of America.

The renown of Oregon apples, pears, prunes and strawberries has not alone spread all over America, but has found a firm footing wherever our fruit has been introduced. Today our apples are to be seen on all the fruitstands in England, Germany and France, where, by their superiority, they have found such a sympathetic market, that at the present time all such apples as are adapted to ocean transportation find their way to the continent at very remunerative prices. Notwithstanding the immense crop of perfect fruit gathered last season in Oregon, our orchards have been severely taxed to supply this growing demand. But, as stated, only apples which will stand ocean transportation can be exported. We produce thousands of acres of the choicest varieties not adapted for export, and for these we have a good market right at home, and this market, if properly developed, will consume all the apples and pears now produced as well as those of growing orchards which may come into bearing for many years to come. It seems to me that the apple market is practically without limit for such fruit as is produced in Oregon. One of its principal points is the keeping quality of most of our apples in the Eastern climates.

Won the Great Prize at Buffalo.

At the Pan-American Exposition, at Buffalo, we had a number of varieties of apples on exhibition for three months, without showing a sign of discoloration or decay or loss of flavor, notwithstanding that they were handled and polished every day. None of this fruit had ever been in cold storage. This speaks volumes for our apples, and the thousands of people who have seen them would have bought at almost any price all we could have delivered.

Commercially we can only consider the apple and prune as the demand for these, especially the apple, exceeds the demand for all other fruits combined. Perhaps the severest test our fruits ever had for superiority in flavor, color and perfect form was when they came into competition with the fruits grown in all the celebrated fruitgrowing districts of America and Canada at the meeting of the Pomological Society of America and Canada, held at Buffalo, N. Y., during September, 1901, for the much-coveted "Wilder Medal." Here thousands of plates of the finest fruits grown in Ontario, Canada, New York, Ohio, Michigan, Iowa, Michigan, Idaho, California, Washington, Virginia and New Jersey were exhibited in competition, and Oregon was awarded this coveted medal, which commercially means so much to any state fortunate enough to produce fruit worthy of the bestowal of so high an award.

Oregon Fruit of World-Wide Renown

Nor are the markets of the East the only ones to be supplied. The markets of the South are supplied with our good fruit, and there is a field here for pears and apples and evaporated French prunes. The colored population of the South is exceedingly fond of fruit; therefore, the French prune appeals to them most. On inquiry I find that evaporated French prunes sell at 4 cents for sizes 120 to 130, 5 cents for sizes 100 to 120, 8 cents for 80 to 100, 10 cents for 70 to 80, 12 cents for 60 to 70, and 15 cents for larger sizes—certainly very good figures for the respective sizes. The negro buys the smaller sizes, because they are cheaper and more plump for the money. The same rule holds good in apples, most of which on sale are six and seven-tier apples and sell two for 5 cents. A four-tier apple is an unknown quantity, and would sell for high figures among the white population, hence there is a good market for our six and seven-tier apples for the colored and poorer classes, and for our four-tier apples for the richer consumer. Such clean, smooth apples as we raise in Oregon are practically unknown here. All their apples and pears are scabbed, gnarled and ill shaped, yet they sell, because there are no others. Just fancy a fruitstand covered with our fine apples of different varieties. What a future they would create!

The Oregon or Italian prune is unknown, and as there are thousands of Germans in the Southern States, it seems to me they ought to be supplied from Oregon, because our prunes are larger, finer, sweeter and in every way superior to the imported article, and could be supplied for less money. Certainly, this is a promising field which ought to be investigated.

Perhaps the field is too large, for the individual grower, and no doubt it is. But the time for isolation and separation has passed, not only socially, but commercially; hence the trusts. The supply and demand question is too much for one man to carry out, and too large for any one's capital, hence the trusts. While these trusts can become a menace in the body politic, I would still advocate a prune trust and an apple trust in Oregon to explore the American markets for our fruits, and I venture the prediction that they will not only be successful and remunerative, but will earn the thanks of both producer and consumer.

HENRY E. DOSCH, Charleston, South Carolina.

FIRST DISTRICT.

Net Returns to Growers Never as Large as They Were Last Year.

The fruit crop for the season of 1901, in spite of a short apple crop and a low price for prunes, returned more money to the growers than ever before in the First Horticultural district. The first district was especially favored last year in the sale of small fruits, such as strawberries, blackberries, grapes, etc., of which Multnomah, Clackamas and Washington Counties annually produce great quantities for the Portland market. The crop of these fruits was excellent, both in quantity and quality, and prices were better maintained than for years. And right here there is room for great expansion. The Willamette Valley produces the finest of small fruits, and with plenty of canneries we should supply the United States with canned berries, jams, preserves, etc., instead of an expensive import from California and England.

The value of the fruit crop for the season for the first district is estimated as follows:

| | |
|--|-----------|
| 2,000,000 pounds prunes, at 2c..... | \$150,000 |
| Strawberries, cherries, grapes and other small fruits..... | 250,000 |
| Apples..... | 125,000 |
| Output of the canneries..... | 125,000 |
| Total..... | \$650,000 |

This money is widely distributed among all classes, and is felt in all lines of trade, and is certainly a very encouraging showing.

WILBUR K. NEWELL, Commissioner.

SECOND DISTRICT.

Total Value of Orchard Products Last Year Was \$582,000.

Prunegrowing is the most extensive fruit industry in the district. The orchards vary in size from the five-acre orchard up to those of 200 acres. The gathering, drying and packing of this crop for market gives employment to many hundreds of men, women and children, at good wages. The labor required in the preparation of this crop for the market puts into circulation a greater amount of money than any other farm crop in the district.

The fruit crops of the district last season were generally good, giving profitable returns to the growers, and the profits of fruitgrowing will become greater as the best methods of spraying and preparing

FRUIT FOR MARKET BECOME MORE GENERAL.

The estimated value of the horticultural products in the second district for 1901 is as follows:

| | |
|--------------------|-----------|
| Dried prunes..... | \$225,000 |
| Other fruits..... | 157,000 |
| Nursery stock..... | 200,000 |
| Total..... | \$582,000 |

L. T. REYNOLDS, Commissioner.

THIRD DISTRICT.

Crop Was Larger Than in 1900 and Prices Were 50 Per Cent Higher.

The crop of the third district in 1901, as compared with 1900, taking the whole district, was larger, and with a strong demand for all kinds of fruit. With prices 50 per cent higher, fruitgrowers were busy and happy. From the best data I have this district produced last year:

| | |
|---------------------------|-----------|
| Apples, boxes..... | 350,000 |
| Pears, boxes..... | 50,000 |
| Dried prunes, pounds..... | 4,000,000 |
| Dried apples, pounds..... | 50,000 |
| Peaches, pounds..... | 125,000 |
| Cherries, boxes..... | 125,000 |

worth, at current prices to the growers of the district, \$600,000.

Douglas County is the largest producer of cured prunes in the district, while Jackson County leads in the production of apples, peaches and pears.

A. H. CARSON, Commissioner.

FOURTH DISTRICT.

Fruit, the Youngest Industry, Is the Third in Importance.

The fruit industry in this district is the youngest and yet the third in importance of any industry in the district, wool being first and grain second.

The prices of fruit are getting to be better every year and I find the more fruit we raise the larger the demand is for it. There has been some uneasiness on the part of those engaged in fruitgrowing for the reason that they have thought that there was danger of overproduction, but no such condition in my opinion will ever occur. My experience has been that where fruit can be placed aboard of transportation lines in good condition it brings a better price, and especially where it can be sold and shipped in large quantities.

The people in Hood River are getting a better price for their apples than any other locality for the reason that they have fruit enough to ship by the railroad. I have seen apples sell in my district for 30 and 40 cents a box and the same apples would sell readily in the Hood River district for \$1.25 to \$1.50 per box. The reason of these lower prices in other localities is because the fruit industry is not of sufficient magnitude to attract foreign buyers, but as the industry becomes more developed so also will the prices get better, and whenever any point gets to be a fruit market at Hood River there will be no trouble in getting the same results in the way of prices and cost of transportation.

There has been a great deal of fruit planted in my district this fall. One of our local nursery men has sold in the neighborhood of 125,000 apple trees and 400,000 peach trees and a large amount of other fruit such as pears, cherries, prunes and small fruit, and there are other nursery men who have sold large quantities of fruit trees. There were enough trees sold to plant about 3000 acres in fruit.

FIFTH DISTRICT.

Apple Trees in Bearing in the Mountains at Four Years of Age.

When Eastern Oregon is named there comes to the mind of the average Eastern man a picture of arid plains and mountains, known to be a good stock country, but thought to be of little value for agriculture. Those who have given it special thought or attention have, of course, learned ere this that it has grown to be a country of varied resources, but only to the few has there yet dawned the possibilities that are in store for it in many of its more favored localities. It has many streams of good size, whose waters are available for irrigation. Several large canals are now in use utilizing the waters of the Snake, Owyhee and Malheur Rivers. Large tracts of land which were of little value without water are thus rendered highly productive and valuable. Several hundred acres of young apple and prune orchards are under these ditches, and are in fine condition.

On the night of June 4, the severest frost of many years visited Eastern Oregon. The oldest inhabitants expressed themselves as never having seen a frost in June so severe. The crop was reported a total failure, yet we had an abundance of all kinds of fruit for home use and shipped over 200 cars of fresh fruit, more than 20 acres of evaporated fruit, at the cash value of about \$120,000.

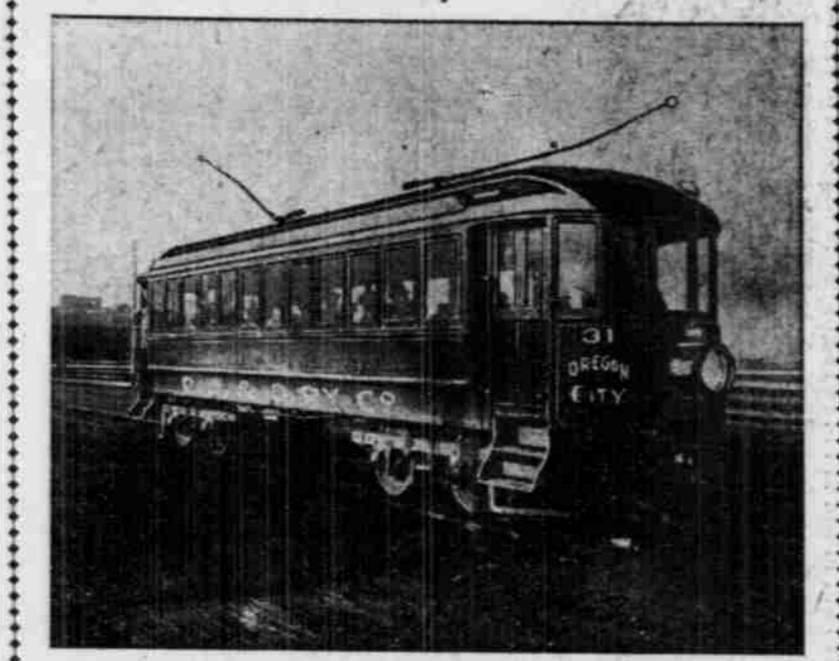
JUDD GEER, Commissioner.

A new use for X-rays may be found before long, but X-rays are not needed to determine that the O. R. & N. Co.'s Spokane Flyer, leaving Portland daily at 6:15 P. M., is the quickest train to Eastern Washington, and Coast of Alaska points, Ticket office, Third and Washington.

PORTLAND CITY & OREGON RAILWAY COMPANY.



1895 AND NOW



Selling Golf Links, Milwaukie and Oregon City. The most noticeable improvement in transportation facilities the past year is the increased service established by the city and interurban lines of the Portland City & Oregon Railway Company to Mount Tabor, Mount Scott, Sellwood, the Golf Links, Milwaukie and Oregon City. Since the present company acquired the rights and franchises of the East Side Railway Company, marked improvements have been made in the service, not only in the class of equipment, but in the improvement of its roadbed and tracks, together with increased facilities for handling freight and passenger traffic.

The accompanying cuts show the great change in the street-car equipment from 1885 to date, and they illustrate the demand made upon the transportation company by the growth of the city and of suburban population.

RAPID-TRANSIT SYSTEM

GROWTH OF PORTLAND'S SUBURBS DUE TO THE TROLLEY CAR.

Electricity is the Coming Power and Every City of Importance is Feeling the Benefit of It.

Originally Portland, like all great commercial cities, established its street-car service by the adoption of a "bob-tail" car system propelled by one-horse navigation, behind which a stalwart driver plied the butt and brakes, and incidentally made change and looked after the nickels that were deposited in the slot-machine.

With the exception of the First-street line the "bob-tail" had only a short existence, and it was replaced by larger vehicles drawn by two horses and manned by a conductor as well as a driver until demand for more extended and rapid transportation necessitated other methods when the cable was brought into use.

There seems no longer room to doubt that electricity is the coming motor power of the world for transportation purposes—and from present indications, it will not be long coming. If, as is semi-officially reported, Edison has, after 30 years of patient experimenting, succeeded in devising a safe and durable, portable storage battery, a complete and universal revolution in all railroading methods is not far ahead.

As it is, electricity has already, nearly everywhere, supplanted horses, cables and steam, as the propelling agency, on the street railway system of this country and many old-world cities. Over \$4,000,000 worth of comparatively new cable machinery has just been sent to the junk and scrap-iron piles in New York City alone, by the substitution of the trolley; and a contract has been closed for the conversion of the entire Manhattan Elevated Railway system from steam to electricity. The same change is being made on the Chicago Elevated lines, while on all the surface lines but one of that city, electricity has already taken the place of every other motive power.

It is rapidly growing in importance, as a factor in interurban communication. The electric systems in Eastern regions have become so extensive and so closely interwoven, that by the end of this year a through trip can be made by trolley car from New York to Boston, with stop-overs at nearly every important city and town between the two. Work has begun on a direct electric line from Chicago and Milwaukee, and one is projected between New York and Philadelphia. Minneapolis and St. Paul have long been linked together by trolley lines; Cincinnati, O., is connected in the same way with Newport and Covington, Ky., and many similar instances might be cited. The electric railway mileage of this country increased, last year, 1500 miles, with an additional \$125,000,000 of capital; and the coming year bids fair to surpass that remarkable record.

One of the great missions—if not the greatest—of the electric railway is suburban development. Here, it has, and can have, no rival. In these days of rush and hurry, when, more than ever before, "time is money," the growth of city suburbs, which is so marked a feature of 20th-century progress, would be impossible under any of the old methods of transportation.

It is cheap, speedy and safe. The tracks are easily constructed, and the cars are easily handled; stops can be made anywhere at as short intervals as are desired, and the service is limited in frequency only by the requirements of the patronage.

Portland owes much of its growth and prosperity to its electric railway system, but for which the annexation of a number of its most valuable suburbs would have been impossible. But for these lines, such places as St. Johns, Mount Tabor, Sellwood and Milwaukie would be far out in the country; and they alone make reminder points like Vancouver and Oregon City, for all practical business purposes, parts of the metropolis.

An astonishing amount of development work of this kind is being done by the Portland City & Oregon Railway Company under its new management. Following the Willamette River from Portland to Oregon City, it passes through one of the garden spots of Oregon. The soil is inexhaustibly rich, and the scenery is picturesque and beautiful. It is a region of orchards and vineyards and gardens of fruit and flowers and lovely homes. There is not an acre on the line that cannot be tilled, and excellent spots for parks and picnic grounds and country villas are to be found in every mile. The service is admirable, the road is being rapidly improved and extended, and evidences of growth abound on every hand. The trip to Oregon City is an unbroken panorama of beauty enhanced by progress and prosperity.

W. H. HURLBURT, Portland.

A GREAT CAR SYSTEM

City & Suburban Lines Reach All Sections of the City of Portland.

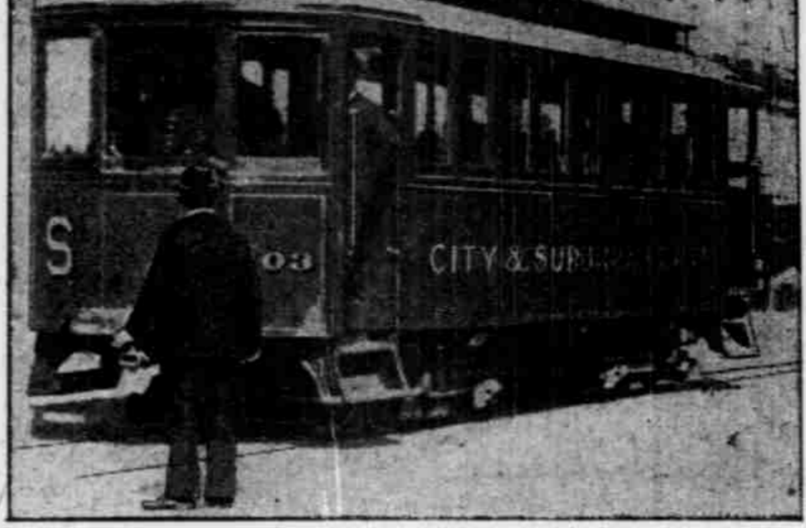
SOME TYPES OF THE NEW CARS

A Fourteen-Mile Ride For a Nickel—The Scenic Line of Portland—New Branches Built This Season.

Visitors to Portland will find the city magnificently equipped with electric railway cars. The City & Suburban Railway Company, the pioneer and scenic line of the metropolis, operates about \$9 of these street vehicles. Many of

them have been constructed at the company's extensive shops, Twenty-fourth and Savier streets, during the past year, and their elegance and superb finish may be judged from the types portrayed herewith. The cars are built entirely of Oregon wood and finished in Borneo mahogany. Every car on this vast system has been newly vestibuled, thus protecting the company's employees from the storms of winter and greatly enhancing the comfort of its patrons.

The City & Suburban Railway Company is one of the liberally managed and broad-gauged institutions of the state. From its general central city terminus, at Third and Yamhill streets, contiguous to the heart of the business districts, its cars, like the arteries of the human system, reach out in almost every direction, and by its exceedingly liberal plan of transfers passengers are carried from any one point on any of its branches to any other point reached by its cars for a 5-cent fare. For example, a passenger may embark at Wood-

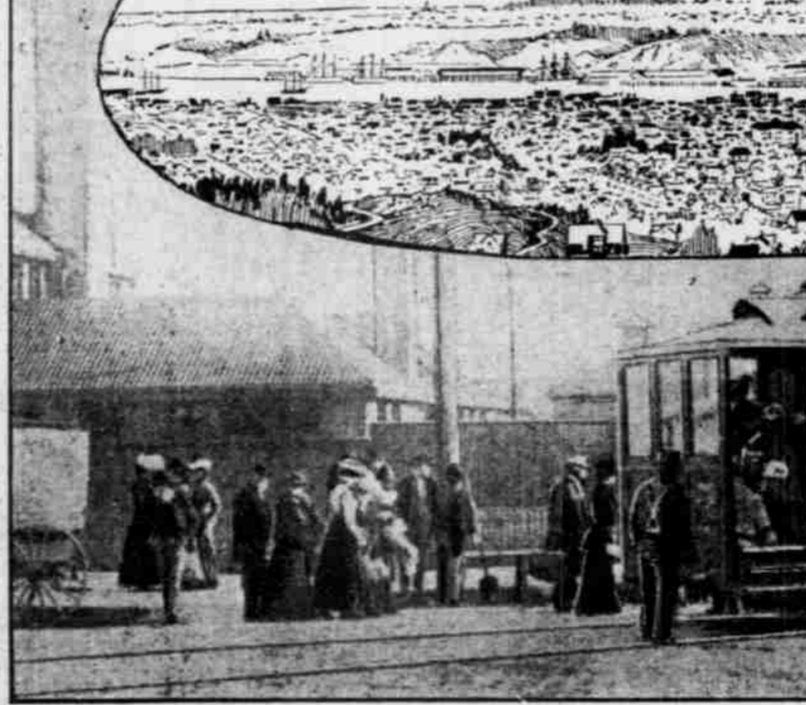


stock, its southeastern terminus, and ride to St. Johns, its northeastern terminus, a distance of 14 miles, for a single fare. Or he may ride from St. Johns to Riverview Cemetery, the beautiful and picturesque aristocratic burial ground overlooking the Willamette River, in the southeastern section, about the same distance, for one fare. Or he may travel from any suburban terminal to any other terminal without extra charge—even away out into the farming region of Montavilla, far beyond the limits of the city.

Fourteen lines of cars radiate from Third and Yamhill streets to the residence parts of the city, and to these may be attributed the multiplicity of Portland's homes. Thousands of citizens own their own suburban properties, as a direct result of the encouragement given to suburban home-builders by the low fares and excellent transportation facilities afforded by this company.

Strangers, to see the sights of the city, should not fail to patronize every branch of this fine electric railway. The Mount Tabor cars afford a splendid view of Mount Hood and Mount St. Helens. The South Portland line ends at Riverview, the most beautiful cemetery in the West. The M cars lead to the delightful City Park, the big Exposition Building, the Good Samaritan and St. Vincent's Hospitals. The S cars pass in close proximity to the aristocratic residence section, terminating at the company's big car factory, passing the Grand Central Railroad Station en route. The St. Johns cars cross the superb Steel Bridge that spans the Willamette River in the northern quarter, and, passing Columbia College at University Park, and through Cedar Park,

A BIG RAILWAY SYSTEM



Lines of the Portland Railway Co. in Portland—The Road With Its Ramifications Cover the Best Part of the City Proper.

The Portland Railway Company operates 30 miles of single track within the limits of the City of Portland, and two miles in Multnomah County. The company owns 87 passenger cars, of which 10 are motor, 12 trail cars and 6 grip cars. It also has six freight cars, snow plows, etc. The cars are equipped with General Electric and Westinghouse motors. In the Summer time open cars are operated exclusively, and in the Winter time combination cars on the Fifth-street line and closed cars on the Washington-street and the Vancouver lines.

The territory covered by this company is the West Side, including North and South Portland, and the northern part of the East Side from the Willamette River and Burnside street to the south bank of the Columbia River, from which point it operates a steam ferry to Vancouver, in Clark County, Washington.

The company is now making extensive alterations and enlargements in its principal car barn, at the head of Twenty-third and Washington streets. It will have a completely equipped machine shop, armature-room and carbuilding shop, and be prepared to build all the new cars it requires at short notice. The company has been building cars for the past four years, but has not had sufficient accommodation to turn out all the cars that it required.

The company recently made an extension of its Sixteenth-street line into North Portland, covering the manufacturing section, and an extension of its Fifth-street line into South Portland—two sections which have heretofore been without adequate street-car transportation. A short extension was made on the terminus of the Twenty-third-street line at Willamette Heights into a section which is to be put on the market. An extension of its track on Burnside street is under construction from First to Fifth, where it will connect with the tracks of its Fifth-street line.

During the past year many of its cars have had entirely new electric equipments; on the others new controlling devices have been installed. The cars of the company as a whole will average motors 50 per cent more powerful than those in use a year ago. The advantages of this new equipment are self-evident to all patrons of the road.

During the past year the motive power at its command has been increased by the addition of a 400-horsepower generator at the old power station, corner of Mill and Chapman streets, which constitutes a reserve unit of sufficient magnitude to almost entirely relieve the road from the chance of any serious shortage in the line of motive power. The material has also been purchased

to be installed immediately for a large increase in the capacity of its feed wires, which will also be a great benefit to its lines operated at a considerable distance from the center of the city. A number of new cars are now in process of construction, and it will be the policy of the company to construct as far as possible all of its cars at home.

The Winter cars have been vestibuled during the past Summer, and larger platforms added to the cars, making them much more agreeable to the patrons of the road during the rush hours. No expense has been spared in bringing the system up to date, over \$2,000,000 having been spent on it, and it is the intention of the company to continue the policy of adopting all practical devices that are being introduced to make the road strictly up to date.

During the coming year the company expects to make a number of very considerable extensions in different parts of the city. Preparations are being made to this end, both for equipment and track material. A representative of some of the outside parties interested in the property is expected to be upon the ground within a short time to confer with the resident officials and report especially on this matter.

Many requests are now being made for extensions, and while Portland has already a large mileage and a remarkably good service for a city of its size, it is understood that the policy of this company will be not only to better its service on existing lines, but to build feeders which will meet the demands of a growing city.

The view from the summit of the Heights, at the western terminal of the road, on a clear day, is one of the great sights which the city has to offer for the inspection of visitors. From the southern terminal of this road the entire expanse of Portland, with the beautiful river that flows through the city, is spread before the beholder. Beyond is the lordly Columbia, with the Cascade Mountains, with its towering snow peaks, which are crowned with perennial snows. There is no street railway in the world which offers the attractions in the way of scenic beauty that are afforded by a ride over the system of the Portland Railway Company in Portland.

The officers of the company are: O. F. Paxton, president, Portland; W. H. Crocker, vice-president, San Francisco; F. L. Brown, secretary, New York; J. C. Ainsworth, treasurer, Portland; F. I. Fuller, general manager, Portland; J. F. Batchelder, auditor, Portland.

The directors are: D. O. Mills, New York; W. H. Crocker, San Francisco; O. F. Paxton, Portland; F. I. Fuller, Portland; J. C. Ainsworth, Portland. The general offices are at First and Washington streets, Portland, Or.