THE MORNING OREGONIAN, THURSDAY, JANUARY 2, 1962.

if the apples are the finest on earth. "At Salem, recently, I had an option on 1500 boxes of so-called excellent apples. They were indeed good, but out of the 1500 boxes only 500 were suitable for ship-ment. This is an illustration of the reason the Valley does not send apples eastward. Let me show you some apples that are apples." Forthwith Mr. Page opened a box of Vallow Nawtones.

11

Yellow Newtowns, "You see," he con-tinued, "what superb apples these are, Not a blemish on them. They are intended for export to Europe, and I value them here at \$2 per box, which is more than I could get in the Portland mar-

ket. See how they are packed." The reporter saw an ordered array of 24 apples, several of them peeping from their paper wrappers. Beneath them were three tiers, each of a like number of their apples, all neatly ordered. Between the tiers was blue paper or cardboard. On whichever side the box was opened, the apples were in the same arrangement. "Oregon cannot produce apples in over-supply;" he continued. "high-grade fruit

Apples That Sell Hest.

J. A. Bell, of Bell & Co., said: "Ap-ples at Hood River and in Southern Oregon are shipped away almost entirely by growers, direct to the East and Europe. The old growers in Southern Oregon have been in the business long enough to have fixed relations with the trade, and they do not have to deal through Portland. The Eastern market wants chiefly Soltzenbergs, Yellow Newtowns and Jonathans. It does not take much fancy to Baldwins, Northern Spies, Red-Checked Pippins or Bellflowers. Most of the highest grade apples here are from Hood River. 1 regard the shortage of the Eastern trade as a stimulant to the demand for Oregon fruit. It certainly has improved prices.

ganized properly to gain Eastern trade. Quality is not up to the best, and besides, there are not enough extensive growers."

"It is a safe estimate that Southern Oregon will export this year at least 120 carloads of Yellow Newtowns, Spitzen bergs, and Jonathans. Many yellow variety will go abroad. 1 the of More apples have gone out this year than ever before and shipments will keep increas-ing. None are sold under the California ing. Inbel. As to the Eastern short crop, it is not so short as once estimated, but it is short enough to help the Oregon product. Last year we shipped about 40 carloads from Union County, which found ready sale. A large part of the Hood River fruit is of red stock. I do not believe there is appreciable difference be-tween Hood River and Medford apples."

How Portland Is Supplied.

ley, Lewis River, and places on the Co-lumbia River. Little Hood River or lumbia River. Little Hood Rive Southern Oregon stock comes here. The St. Helens district is a new producer of fine stock. In the Portland market there are all kinds and prices of apples.

"The Orient offers large possibilities for trade. We have sent several quanti-ties there this season. The market there opens but slowly, however. A year ago we consigned to China \$100 worth of ap-ples. Half of the consignment decayed or was stolen. We made simply to test the market. We made the shipment We lost a cents by the transaction, but we received

"Farmers here have not learned to pick and pack their apples. They frequently face the boxes at top and bottom with good fruit and fill in with culls. Commission men are called scamps, but but

"A few days ago we received about 40 boxes of apples from a farmer. They were fine apples, but the farmer, to wedge them tightly in the box, had keyed them up with apples cut in two. In each box were 12 or 15 apples thus wedged. This is an example of the ideas of packing which prevail among farmers.

to arrive by the end of last month her owners have lost about \$1000. One or two other grain ships have lingured too long the way, and will miss good charters failing to get in before the new year, The Scottish Minstrel is in the same posttion as the Seiene, so far as canceling date is concerned, but as she was char-tered at a lower rate, her charterers will probably load her, as they could not se-cure anything cheaper.

DEATH CLAIMS AN OLD-TIMER.

the Old O. S. N. Company.

The cause of the disaster to the French HOOD RIVER, Jan. 1.-Putnam F. bark Asle Tuesday was as much of a Bradford, who died at his home here Tuesday, was a prominent figure in the early history of Oregon. He was aged mystery yesterday as it was 10 seconds after the vessel toppled over and spread 75 years, and a native of Massachusetts. He was the eighth lineal descendant of George William Bradford, of Plymouth her masts and rigging on and about Davidge's wharf. Of course, there are suppositions. Ten thousand people-these fig-Colony. In 1849, with others, Mr. Brad-ford purchased a small ship and sailed around Cape Horn to California, where ures are based on personal encountershad 'em. The most plausible offered were he engaged in mining. After spending a few years in California, Mr. Bradford came to Oregon, locating at Cascade that the vessel was topheavy; that the discharge of ballast had raised the bark. lifted the ballast logs almost out of the Locks. His prominent connections with water and started the careening movethe Oregon Steam Navigation Company in its carly days will be remembered by

Anything About It.

WHY DID SHE CAPSIZE? GREAT MYSTERY ABOUT DISASTER TO THE BARK ASIE. Many Men of Many Minds About It, but All Agree That Nobody Knows Anything About It. WILLAMETTE VALLEY PRODUCES Sedford and Hood River Districts

Have Made Fame of Oregon-Little try. Three pigs, several sheep and a large number of chickens were taken out and carried to land. Two pigeons roosted on the main hatchway and eyed the ope-People of Portland see little of the fine

rations, but they were put to flight by the squeating of the pigs. In clearing away the rigging the men discovered a fully-loaded sand wagon, over which the mainmast had crashed and on which a steel spar partly rested. The wagon was not damaged a particle. In the water west of the dock the men found a small rowboat, which was scuttied by the ruins of a part of the mizzen mast. The boat is pinned to the bottom, and fiver men are jocularly asking each other whether its owner will sue for dam-

Examination of the wharf showed that

SECTION OF PORTLAND WATER FRONT SHOWING JANUARY GRAIN SHIPS DISCHARGING AND LOADING.

apples produced in Oregon. The best fruit has small sale in this city, owing to the demand for it abroad, the consequently high price, and the local abundance of second-grade apples. Indeed, the apples for which Gregon is famed come to Portland only in samples. The great pro-ducing districts of the state are so sli-uated that most of the fruit exported does not come through Portland on its way to the Eastern States and Europe, and Port-land dealers do only a small part of the business.

FEW FOR EXPORT.

Demand for Good Fruit Here.

Production of apples on a large scale for consumption abroad has only just begun, and there is no definable limit to it. All

it could be enlarged than the market in the Eastern States and England. The loss WHERE OUR APPLES GO from deterioration is greater on shipboard than on cars, but it does not correspond to the difference in freight rates between Oregon and the Orient and Oregon and the Eastern States. The three outside markets for Oregon apples are in the Eastern States, Europe

and the Orient. Each of these has its own and the Orient. East of these has its own ideal of what an apple ought to be. The Chinese, for example, prize small green apples, preferably Virginia Greenings, above all else. The English like yellow apples the best, and Yellow Newtown is their choice. In the Eastern States the theore of acade with the brilliant luster deep-red apple, with its brilliant luster and its blending hues, is the favorite. Southern Oregon exports more apples t Europe than any district in the state. Hood River devotes itself more to the red varieties and the Eastern market. Medford vs. Hood River.

Opinion differs as to the reason for the

production of hardy fruit.

higher estimation in the East of Hood River fruit than of Southern Oregon. One local dealer says Hood River is a more mountainous district, and more subject to climatic changes, such as are adapted to Another says that, although the Hood River fruit is better looking than the other it is not equal in taste. A third says that the will always find a market."

"The best apples come from foothills and mountains. This is why Hood River fruit is of such fine quality. The indus-try in the Willamette Valley is not or-

Exports Are Growing. J. W. Selover, of W. N. Sayre & Co., said:

W. B. Glafke, of Glafke & Co., said: "The Portland market is supplied most-ly with apples from the Willamette Val-

such doings as this show that the farm-ers are also in the game.

Little Export Business in This City.

Mark Levy, of Mark Levy & Co., said: "This market does not deal in enough make shipments high-gro I forwarded a lot of Lady apples in November, which brought a fair price, but not enough for my trouble. The handlcap in the Valley is that we have not enough new and extensive orwould advise a mountainous chards. country for growing apples Farmers do not know how much it reacts to

GRAIN FLEET FROM JAPAN. Will Load for St. Vincent's for Orders-French Bark Asie Great Attraction to New Year Strollers. Potnam F. Bradford, Prominent in

The British steamship Palatinia, which will pioneer the 1902 steamer grain fleet from Portland, arrived in at Astoria yes terday morning, and left up in the after-noon. She will be at Montgomery dock this morning, and will be given the usual quick dispatch, which in Portland is un-affected by the passing years. The Pala-Colony. tinia comes under charter to Kerr, Gifford t Co. This same firm was the charterer f the steamship Kalsow, which arrived January 1, 1901. The Kalsow, which arrived of the January fieet last year, and the Palatinia will hold a similar position with this season's fleet. While the Palatinia may be the first steamship to get away from Portland in 182 with a wheat car-go, the mammoth Strathgyle, with flour and lumber, will be ready to clear several days ahead of her. Mr. Du Flon, agent for the steamer, is trying to make up fo the time jost by the vessel in the fog, and is rushing her cargo aboard at a rapid rate. She was loading at the flour mills in Albina yesterday, and as soon as she finishes there will be brought up the har-bor to take on a large consignment of

PALATINIA THE PIONEER

FIRST STEAMSHIP OF THE 1902

The Strathgyle is about the only craft along the water front that was working yesterday, most of the longshoremen and revedores taking advantage of the holl-While there is not a very good outday. look for many more steamers in the wheat trade this season, there will be a large number of lumber and flour steamere to load here, there being at least five of the ocean tramps in sight for January. The next to follow the Palainia and Strathgyle is the Hatisu, which is coming to Portland to load for Siberia. The steamship Folminn, under charter to the Pacific Export Lumber Company, also due in January, and the regular lin Indraveld will be along about the 18th, Everything considered, the outlook for a very prosperaus year in shipping way never brighter.

NOT WITHOUT PRECEDENT.

Four Marine Disasters Similar to That of the Asle.

The disaster to the French bark Asle is the fifth of a similar nature to happen in n Pacific Const port within the past 15 years. Two have happened in Portland harbor, two in San Francisco, and one on Puget Sound. Many lives were lost in the two accidents in San Francisco, and the entire crew of the Andelana went down with the ship, when she carcened and sink in Tacoma harbor two years ago. In San Francisco the British ships Earl Dunraven and Bisirmore both capsized in the harbor, over a dozen men losing their lives in the holds of the vessels. Both of the ships were subsequently raised, and are still sailing the seas.

In June, 1886, the steamer Oklahama, in command of Captain Harry Emken, went alongside the British bark Alliance, lying at Montgomery dock, for the purpose of moving her across the river. The bark had cast off her lines from the dock, and just as the Ocklahama started with her she suddenly turned over on the steamer. The pilot-house and most of the cabin were totally wrecked, but the hull of the steamer was uninjured, and she held up the big vessel until lines were run out from the dock, and the ship was hauled back into position. Captain Emken had a remarkable escape from death, as the pilot-house in which he was standing was razed to the hurricane deck. The Ande-lana, which is the worst case on record, capsized in the night at Tacoma, and no will ever know just how the accident appened, as she left no one to tell the

The Asie which turned over at the Da vidge dock, is a twin sister of the French bark Europe, which loaded here a few weeks ago, and it is a singular coincidence that the Europe met with a similar acci-dent to that which befell the Asie soon after she was launched. Both of these vessels are heavy above the waterline, and are lofty rigged. They are also built on fine lines, which gives them great

The January grain first from Portland will be the largest on record, there being more ships in the river than ever before at one time. Every available section of wharf frontage on both sides of the river is occupied, and the four ships due from Astoria today will be chilged to anchor in the stream until berths are provided. The above cut shows a section of the West Side docks. It is from a photograph taken Monday. The fifth vessel in the ine from left to right is the unfortunate French bark Asie, which toppled over on the dock Tuesday. The cut shows about one-fourth of the grain ships in the river. They are lying in front of Greenwich, Mersey, Columbia and Davidge Docks. steamers, Hassalo, Oneonta and Mary P. tain Ollivaud, master of the Asie. His would be paid, so that court proceedings 000 square miles of this state two compara-Flint, the latter being the maiden name vessel, he said, had been built at a cost of are not probable. 000 square miles of this state two compara-

THE REAL PROPERTY AND AND AND

of his mother. In these busy and pros-perous days he was associated with Jacob Kamm, R R. Thompson, W. S. Ladd, and others. After disposing of stood without booms. The steel masts. his interest in the Oregon Steam Naviga-tion Company, he resided in New Eng-tand, then in California and then near lighter than wood. The tip of the main-

Portiand, where he engaged in fruit-growing. Mr. Bradford was married to Miss B. Paimer at Cascade Locks March 25, 1952. Mrs. Bradford died December 21, 1897. An aged brother, Ashbel, who was associat-d with bin in many of his hospiters and aged brother, Ashbei, who was associat-ed with him in many of his business en-terprises, a son Flint, and Mrs. A. B. Canfieid, a membes of the family for many years, and whom he regarded as

With Miss Bagley, She Will Give Entertainment Friday Night.

Under the auspices of the Third Pres-byterian Church, Madame Leotta, the noted dramatic impersonator and elocu-tionist, and Miss Gertrude Bagley, of Chicago, the well-known contraito, will give an entertainment Friday evening in Arion Hall, at Second and Oak streets. Both have won the favor of audiences of Eastern cities, and upon the occasion of a previous visit to Portland Madame Leotta was voted without a peer in her profes-

at Hood River, the other about Medford, Southern Oregon, and a third on a lesser scale, Union County-these three have

made the fame of Oregon apples. Oregon is famed abroad perhaps more for apples than for anything else. A na-tive of this state, in a great Eastern city, forgets his ioneliness in the companion-ship of his red-checked cousins, which show off every fruit-stand from afar. To boast of kinship with these superb prod-ucts of modern Eden is one of the privi-leges of native Oregonians abroad, and the

highest tribute to their pedigree. All the apples exported from Oregon are labeled "Oregon." It is a popular miscon-ception, say shippers, that California la-

two places is equal in quality, but that apples can be chosen from either which will suffer or profit by comparison with the apples of the other. In Willamette Valley.

The reason why the Williamette Valley is not a large producer of apples for export comes down from a former generation. Farmers of the Valley have not yet learned, or, perhaps, have not directed their efforts toward growing apples on a large scale. This same disposition is seen in other methods of husbandry, and will be recognized by any one who reflects on it. It pays to pack and ship apples to an

outside market only when they are grown on a large scale. There are many varie-ties of apples in the Valley, of excellent

+ The Unfortunate Asie

MADAME LEOTTA TO APPEAR

speed, but adds to their crankiness. When the Europe was first rigged, and before she made a voyage, she capsized in the e, with about 350 tons of ballast in She was dismasted in the tumble, in the same manner as the Asie but the lesson was a good one for her master, Captain Muller, and while in this port he would not permit his ship to be oved with less than 1000 tons of ballast in her. Workmen commenced clearing away the wreckage around the Asie yesterday, and she will be pulled back into an upright position in a day or two, preparatory to examination and repair. It is stimated that her repairs will cost about 00,000, and will require at least three months' time to complete them.

SANTA CLARA STILL FAST.

Latest Victim of Northern Waters May Become a Total Wreck.

The Victoria Colonist has the following regarding the latest victim of the inse cure harbors to the north of us Santa Ciara, still fast on Trial Island, is daily attracting crowds of spectators and camera men are thick on the near-by beaches. Since the attempts to haul the vessel from the rocks on Saturday morn-ing, which failed, the ship having faller over on the rocks and punctured a hole in her hull on Friday night at low water, no further attempts have been mide to tow her off. Yesterday the crew were engaged in taking down her yards and lightenin her. Her owners, the Alaska Packers Association, are represented in Victoria by R. P. Rithet. At present nothing has en done, in regard to arranging to salve the stranded ship, which many believe be floated. It is understood, though, owners are willing and anxious to make arrangements for the salvage of the Santa Clara on the 'no cure, no pay basis, as the ship was uninsured. It is not unlikely that local wrecking firms will undertake the work on these conditions The Santa Clara is still held from end to end by the rocks, and even at high water -for the tides are neaping dally-she has a bad list to port. At low water she has all the appearance of a picturesque wreck lying over on her port beam, a sorrowful ooking object."

1902 FLEET COMING.

Three Ships and a Steamer Will Reach Portland This Morning.

There was quite a procession of grain carriers on the way up the river yester-day, and their arrival today, together with the large number of ships now in port, will give the harbor an animated appearance. The first to arrive will be the big steamer Palatinia. She will be ly followed by the British bark Cas-which left Astoria Tuesday after-The diminutive bark Carl left up at 7 o'clock yesterday morning, and the German ship Lits shortly afterward. All All of the sailers that have finished at this port have now left down with the French bark Jean Bart, which was cleared on the last day of the old year by Taylor, Young & Co. Two or three of them are near enough to the ing point to get away by the end of the week, and there is wheat enough on the docks in this city to load a fleet of 39 ships in as many days.

MISSED A GOOD CHARTER.

German Bark Selene Arrives From San Blas 24 Hours Late.

The German bark Selene arrived in at storis last evening, just 24 hours too late to save a good charter. She was engaged several months ago at 39 shillings for scember loading, and through her failure for the successful emb

many years, and whom he regarded as a daughter, all of Hood River; an aged sister in Massachusetts, and other relatives in New England and California, sur-The funeral will occur tovive him. morrow.

All Vessels in Storm Are Safe.

SEATTLE. Jan. 1.-All the vessels known to have been out in the great storm of Christmas day, along the North Pacific Coast, are reported here as safe There is a possibility that the British inip Robert Duncan, long overdue from Liverpool to Puget Sound to load wheat, was in the storm, but so far her whereabouts are unknown.

Marine Survey of Chinano Mara.

SEATTLE, Jan. 1.-A marine survey was today made of the Nippon Yusen Kaisha liner Shinano Maru, which was damaged by fire at sea December 22, en oute to the Orient. The vessel was ound uninjured. Some freight was corched, and will be replaced before the will be required to lift the bowsprit, and route to the Orient. The vessel was found uninjured. Some freight was vessel sails this week.

To Lond Lumber at Tillamook.

TILLAMOOK, Or., Jan. 1.-The steam lumber schooner W. H. Kruger arrived today to load lumber at the Truckee Lum-ber Company's mill, in Tillamook Bay.

Domestic and Foreign Ports.

ASTORIA, Jan. 1.-Left up at 7 A. M.-Ger-man bark Carl. Arrived at 8:30 A. M.-British steamship Pelatinia, from Manila, by way of Muroran. Left up at 5:30 A. M.-German ship Lita. Sailed at 10:30 A. M.-Steamer Nome City, for San Francisco. Left up at 2:15-Brit-th steamer Pelating. Sailed at 8 P. M.-Gerish steamer Palatinia. Sailed at 5 P. M.-Gerinn Steamer Falarina, Saine at 6 7 al. Orient man bark Schiller, for Queenstown, for orders. Arrived at 5 P. M.-Steamer Elmore, from Tillamook. Arrived at 6 P. M.-German bark Selene, from San Blas. Condition of the bar at 5 P. M., smooth; wind southeast; weather

Hoguiam, Jan. 1.-Salled-Schooner H. C. Slade, from Aberdeen, for San Francisco. Ar-rived Steamer Sequoia, from San Francisco for

San Francisco, Jan. 1.—Arrived-Steamer Ma-ria, from Nanaimo. Salidi-Steamer Walla Walla, for Victoria; steamer Herodol, for Van-couver; schooner Challenger, for Seattie; Valls, for victoria, strainer riccoust, for tak-couver; schooner Challenger, for Seattie; schooner Bella, for Sluslaw River; steamer Desputch, for Seattle. St. Vincent, C. V., Dec. 1.—Arrived previous-ly-Royalist, from San Francisco, via Valpa-

New York, Dec. 1 .- Arived Trave, from

Genon, Naples and Gibraitar. Salled-St. Paul, for Southarapton; Majestic, for Liverpool, Hav-erford, for Antwerp, via Deptford. St. John's, Jan. 1.-Arrived-Siberian, from

Giasgow and Liverpool, for Halifax and Phila-delphia. Singapore, Dec. 1.-Arrived-Glenroy, from

Tacoma, via Hong Kong, for London. Coronel, Dec. 1.-Arrived-Langbank, from. Portland, Or., for St. Vincent. Yokohama.-Arrived December 30-Steamer

Tokonama.-Arriven December 20-Steamer Indrapura, from Portland, Or., via Astoria, for Hong Kong. Salled December 21-Steamer Ta-coma, for San Francisco. Southampton, Jan. 1.-Salled-Kalserin Maria Theresa, from Bremer for New York. Tacoma, Jan. 1.-balled-British steamer Falls of Kells, for St. Vincent: American schooner William F. Garma for Molbourne. er William F. Garms, for Mell schooner William F. tsarma, for Melbourne. Queenstown, Jan. 1.-Arrived Ultimonia, from Boston, for Liverpool. Plymouth, Jan. 1.-Arrived-Pretoria, from New York for Hamburg. London, Jan. 1.-Arrived-Mesaba, from New

York; Marquette, from New York. Southampton, Jan. 1.-Arrived-Philadelphia, form New York.

____ The Louisiana Purchase Exposition has not

yet hit upon a satisfactory design for an em-blem, and the executive committee has ap-proved the plan of offering prizes amounting to \$2000 for the wished for design. Artists and sculptors of National reputation will be invited to submit their work, and \$2500 will be paid

things, he said, might have happened, but as he did not see them he would not sion. The programme will be as follows: attribute the accident to them. a Scene I. act 4, "King John"Shakespeare b Selected Leotta.

Yesterday afternoon Captain Ollivaud daited the bark in company with Paul "Slave Song" Leotta. Teresa del Riego Miss Gertrude Bagley. "Mother's Guest" Leotta. Labbe An inspection from the dock convinced him that the damage was greater

than was first supposed. "All the yease) above the deck is a total wreck," he said. "I cannot tell what the loss is just now, but in the course of week I shall be able to make something like a correct estimate. Within three days or four days at the most, the vessel will be righted, and then 1 can tell just where stand, and I shall award the contract

for repairs. Robert Lawler, who has charge of the work of clearing away the rigging masts, expects to have the bark's decx

free before the end of the week. He has employed between 50 and 50 men, who have so lashed and tackied the vussel as age will leave tomorrow for a short tour of the Southern States, his final destination being New Orleans. No local happening for months has caused the sensation that did the release of ex-State Treasurer also to right the vessel, and they will be prepared when the proper time arrives. Bartley. Governor Savage said tonight that he had received many personal ex-pressions of approval of his act, as well

'Dead men," or strong timbers, were sunk in the beach north of the wharf yesterday The operations on the dock and bank ing the Governor's action, accompanied

yesterday attracted crowds to the scene. Deputy Harbor Master Denny, who had portant political bearing.

CHIEF COMMERCIAL CITY OF THE NORTHWEST.

The Release of Bartley.

Portland's Mercantile Capital Nearly Double That of Any Other City.

Although there has been a large increase in the past three years in the amount of capital invested in business enterprises in the Paacific Northwest, Portland still maintains its lead as the chief commercial city of this region. It has nearly twice as much capital as Seattle, which aspires to be its chief rival, and not far from as much as Seattle, Spokane and Tacoma combined. Portland has 1469 firms that are rated for financial worth and credit in the commercial agencies, a gain for 1901 of 107 over 1900 and of 390 over 1899. Since 1899 Seattle has gained 227 firms, Spokane 124 and Tacoma 56. In the three years Portland has gained 390 firms against 407 for Seattle, Spokane and Tacoma combined. This fact of itself shows where business men are locating to handle the trade of the Northwest. It should be stated in justice to all four cities that their totals do not include the working capital of a very great number of corporations that have their home offices elsewhere on the Pacific Coast or in the East. The financial worth of these corporations is credited to the home office, and no figures are given for the amount of money used in getting business at Portland, Seattle, Spokane and Tacoma. If their money was figured in the aggregate, Portland's total would be increased about 50 per cent and that of Seattle, Tacoma and Spokane from 25 to 33 1-3 per cent.

Firms are classified according to their financial strength, beginning with those worth "over \$1,000,000" and grading down to those worth "less than \$500." The average for each class is the mean between the maximum and the minimum worth accorded to the class, except those designated "less than \$500," which are rated at \$500:

	Q. 1. 1. 1. 1. 1.	Average for class.	Portland.		Beattle,		Spokane.		Tacoma.		export apple trade and of production of the fruit in this state, a reporter inter- the fruit in this state, a reporter inter- tion of the fruit in this state, a reporter inter- tion of the fruit in this state, a reporter inter-
	4. 18 2.		No.	Capital.	No.	Capital.	No.	Capital.	No.	Capital.	F. H. Page, of Page & Son, a firm which does a large export business in Southern
23456789011123455	Over \$1,000,000 \$750,000 to \$1,000,000 \$570,000 to \$550,000 \$570,000 to \$500,000 \$200,000 to \$200,000 \$200,000 to \$200,000 \$250,000 to \$200,000 \$350,000 to \$200,000 \$350,000 to \$200,000 \$350,000 to \$25,000 \$250,000 to \$25,000 \$250,000 to \$25,000 \$250,000 to \$25,000 \$20,000 to \$25,000 \$20,000 to \$25,000 \$20,000 to \$25,000 \$20,000 to \$20,000 \$20,000 to \$20,000	875,000 625,000 200,000 162,500 100,000 62,500 41,500 27,500 115,000 41,500 4,500 4,500 1,500 1,500 1,500 1,500	011167701115668571110114418855	\$ 5,000,000 875,000 925,000 1,750,000 1,625,600 2,400,000 1,625,600 2,200,000 1,587,500 1,530,000 1,530,000 1,335,000 297,500 295,000 2149,000 143,500 255,000	0 0 1 3 3 15 15 15 15 15 15 15 15 15 15 15 15 15	\$ 625,000 1,200,000 2,600,000 1,600,000 1,600,000 965,000 945,000 955,000 945,000 152,500 152,500 114,009 72,000 157,500	101126914412265065450	\$1,000,000 625,000 500,000 975,009 975,009 855,000 855,000 355,000 355,000 355,000 180,000 70,500 130,000 132,500	200317953352955889 20031795335582955889	\$2,000,999 1,200,099 2500,009 2,127,500 900,909 312,500 552,500 412,309 570,009 390,009 196,000 392,500 54,050 25,259 115,009	"After many years of effort we have built up an Eastern and European mar- ket for Oregon apples. It has come by assiduous attention to the production of the best possible fruit and to the pack- ing. It took considerable effort for growers to learn these things. The open- ing apple market merely exemplifies the truism that there is a demand for all things grown in Oregon that are pro- uced and packed right. We have shipped from Mcdford this season about 100 ca ⁻¹ oads." "Why is it that Valley apples are not sold in the East?" the reporter asked.
	Total	2220	1469 1362 1079	\$22,934,500 22,472,009 21,233,500	955 831 735	\$11,789,500 \$,997,000 7,326,250	638 647 504	\$7,713,500 7,117,750 3,107,000	633 506 474	\$8,208,750 7,405,250 3,945,600	"There are several reasons," was the the amount subscribed, fully 3300.00 response, "each one as import- ant as the other and to recount January L Subscriptions sent in let

quality, but the growers who produce a bels are attached to Oregon apples. The reputation made by Oregon apples abroad would seem to bear out their testimony. on one hand. The fruit is packed in the districts where is is produced, by skilled hands who know

the demands of the trade Where the Apples Are Grown.

how to grade and arrange it according to

From the Medford district, in Southern Oregon, apples have been exported for b "Gaining Laou." "Violets" Miss Bagley. a Act V, scene 5. "Macbeth" b "Come Here" (adapted from the German) Leotta. Nevin many years. Hood River has not enjoyed fame so long, but in many Eastern mar-kets its product seems to have a small preference. Exportation of apples is increasing each year. The outside domand this season is especially strong, owing, perhaps, to the short crop in the East. Although the grade of fancy Oregon stock is above that of fruit produced else LINCOLN, Neb., Jan. 1 .- Governor Savand, therefore, out of competition with the latter, the shortage of the Eastern crop is taken as a stimulant to requisitions upon Oregon. The Orient has consumed sample quantities of Oregon apples in the past few years. Several shipments by Portland merchants have been made to Siberia, China and Japan this season. The apples were not of the best variety for export, but they found much favor in the as messages of congratulation. In this

given kind in large enough measure for export are less than the number of fingers apples in N When the ploneers came to the Willamette Valley they planted just enough trees for family needs, or for the economic con-

ditions of the time. Their sons have in-herited this habit. The old orchards are neverved as heirlooms as if with religious disadvantage to try to sell scrubby stock, disadvantage to try to sell scrubby stock. by paining it off as first-grade fruit." devotion. They have become asylums for apple pests, and all the ills that the fruit is heir to. When they have been uproofed and renewed, they have been replaced mostly on the same plan of old Oregon. The tourist sees this even from the car window exemplified in crooked, scraggy, gnarled trees, bent with the bu

years, clinging to the remnants of life like old men past their day. or no Valley apples

But although little or no Valley apples go to the Eastern States or Europe, it is believed that the quality of fruit, of which this district is capable of yielding, will cope with the fastidiousness of the export trade. The problem is to produce the half dozen best varieties in sufficient quantity shipment. Of course, this pro cludes preservation of the apples from the pests which afflict it, the destruction of the orchards which now breed these pests, and the study of how to care for and mature and pack the fruit. In each of these respects Valley farmers are woe fully deficient.

Influence of Climate.

It is contended by some experts that the Valley is not adapted to the production of the best apples, such as come from Hood River, and the Medford district. Its damp climate and low elevation is cited against apple culture. Foothills are said to be the most congenial environment of the fruit. Where the climate is more rigorous than In the Valley it imparts hardiness to the apples, making them more solid, more en-during and more tasteful. Experts agree that the humidity of the Valley is very deteriorating on the fruit. A merchant said, several days ago, that the very best apples on earth, packed in the most preserving manner, if kept in his store , would sell only at third or fourthgrade prices.

Union County has a reputation for highgrade apples, and many carloads have gone East from there. It is believed that Wailowa County, when transportation facilities shall be more available, will also enter prominently into the production of apples. Elsewhere in the Northwest Northern Idaho and the Palouse country yield excellent fruit. In many places of the Northwest the codlin moth has not yet made its appearance. It is going around fast, however, and is catching up with the virgin districts. and is

What Dealers Say.

HOP HI, ALAS! IS DEAD.

Bumped Into a Whirling Street-Car and Bumped Out of Existence.

Hop HI is dead. In the folly naturally cident to extreme youth and inexperience he wandered forth in the night time in search of adventure, and sought to stop a North Sixteenth-street trolley car. The car pursued the noisy tenor of its way, and Hop HI, with tears of anguish running down his velvet nose, went back to the laundry of his owner. Nom Hop, where he lingered three days before the tender-hearted washee man could fir in his heart to put him out of his mis-

ery. Hop Hi was the son of Hop Low, who has faithfully furnished the motive power for the Nom Hop laundry express since Li Hung Chang was a little boy. Year after year Hop Low ied a quiet and uneventful life, but some three months ago, to the frantic joy of her owner, she beto the france joy of her owner, and the came a mother, and Hop Hi was added to the Nom Hop establishment. He was a pretty young thing, with a winning way, and he soon lived with no other thought there is here and he loved by his proud than to love and be loved by his proud mother and Nom Hop. He followed the laundryman about like a life insurance agent, ate off his hand, nibbled tentaagent, ate on ms nana, numbed centa-tively at his queue, and leaped in very joy when he received such slight tokens of affection as preserved ginger and scrambled bird's nest. His habits were as

a rule correct. He said neigh when the youngsters of the vicinity tempted him to don the raiment of a clown circus horse and kick his heels in the sawdust ring; he slept at home nights and he never shook his mother. But with advancing months he became curious to ace how the world looked in the night time, and his adventure with the trolley car

was his last. The smoke arose from the tall brick chimney of the city crematory Tuesday afternoon in a thin blue column, and at a considerable altitude encountered a northwest wind, which wafted it dreamity over the unpainted laundry of Nom Hop. A faint aroma of incinerated horse-fiesh descended through the air, causing

ladies to breathe thickly through their handkerchiefs, and strong men to use lan-guage commensurate with their manly vigor. But as it floated in through the windows of the little wash-house, a red-syed Mongolian sniffed attentively, wiped away a tear on a flowered sliken sleeve,

Y. M. C. A: Endowment Fund.