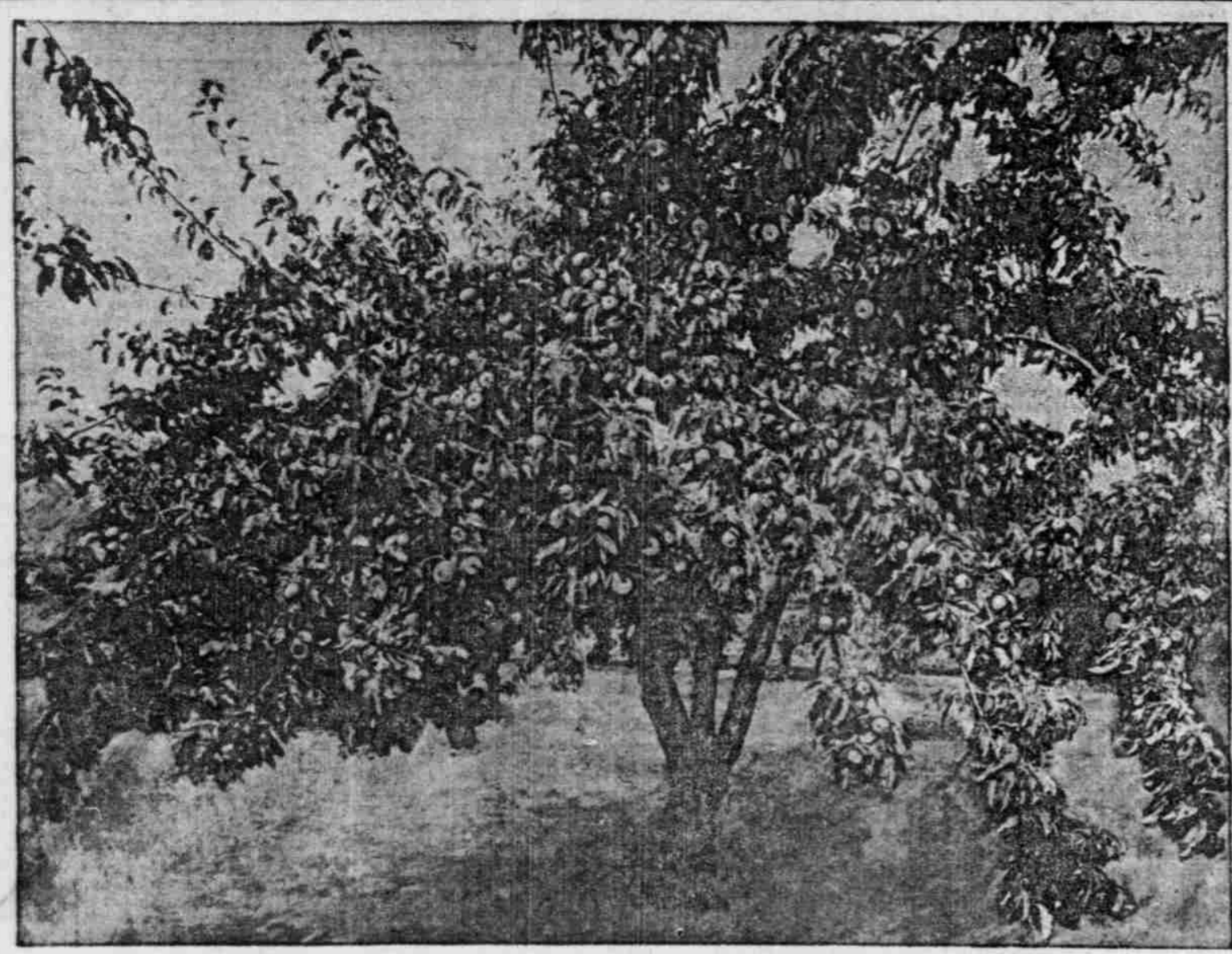
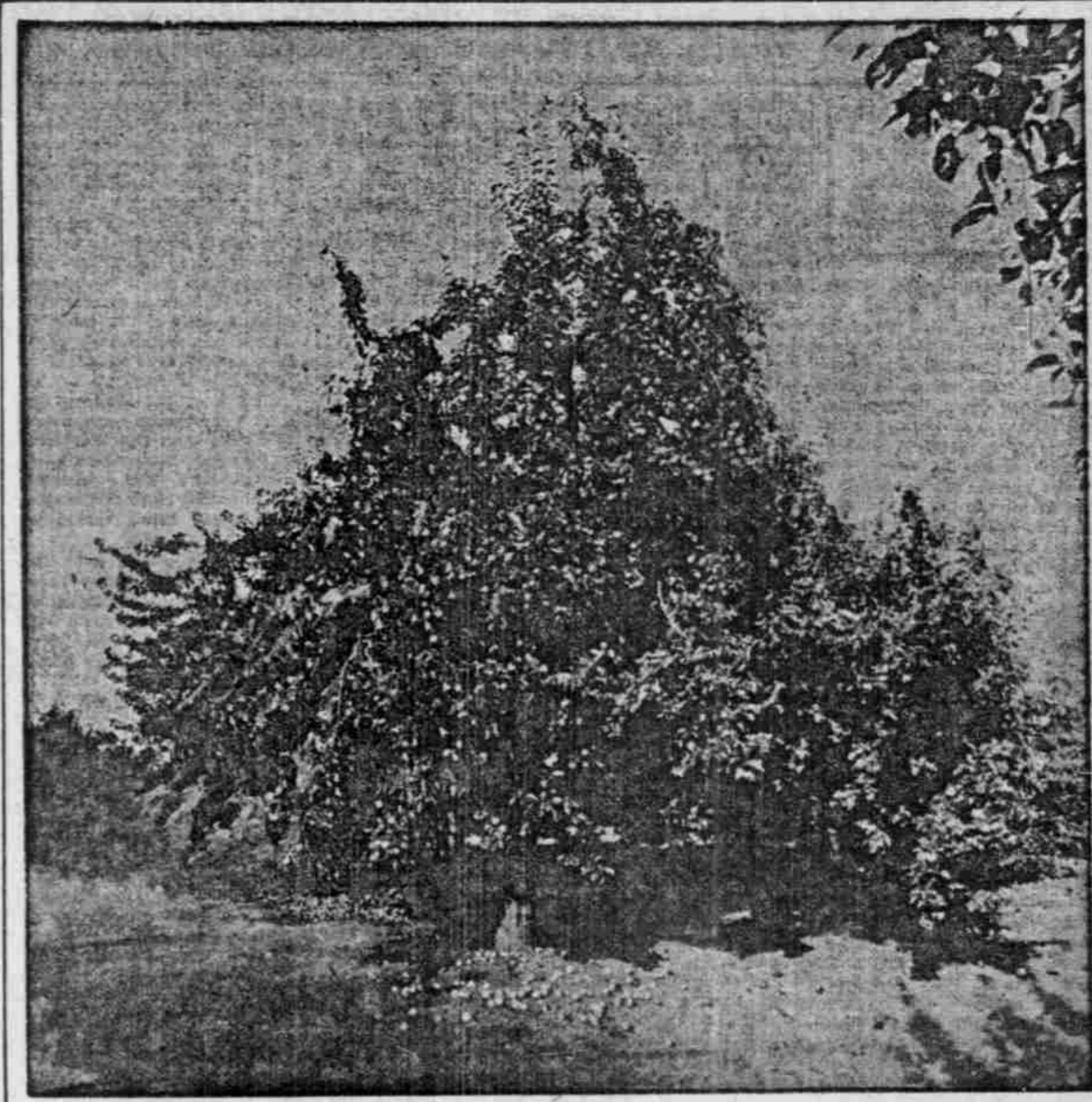


LUSCIOUS FRUITS GROW BOUNTIFULLY IN OREGON AND CONSTITUTE ONE OF ITS MOST IMPORTANT INDUSTRIES



A TYPICAL APPLE TREE IN AN OREGON ORCHARD.

Photo by George M. Welster.



A TYPICAL PEAR TREE IN OREGON ORCHARD.

Photo by George M. Welster.

fold benefit will come from entering the city over this route. The grades and curvatures are easier than on the present route, and the railroad, not being in streets or the public highways, will not be subject to the annoyance of looking out for numerous teams and pedestrians. The company controls all the water front between the east end of the Madison-street bridge and Sellwood, a distance of more than four miles. Extensive wharves are to be built along the lower part of that stretch of river front, and it is understood that important manufacturing plants are to be accommodated on the abutting property. The improvement of that water front alone is of material benefit to the city, and its use in active commerce along the lines contemplated will contribute considerably to the prosperity of the town.

This company owns and operates 16 miles of trolley line extending from Portland southward through Oregon City to Coosmah, and eight miles reaching out from the center of the city to Mount Scott, by way of Mount Tabor. To these 24 miles have just been added the six miles of track to Gresham, on the Clackamas County extension. That line is to reach the site selected by the company for the construction of a large electric power plant. It will take 18 months to two years to complete that plant after transportation to it is provided. It will have a capacity of 10,000 horsepower. Until it shall be completed the company will derive power from two temporary power stations, one in this city and one at Boring, a hamlet half way out to the Clackamas terminus. That line will penetrate a section that will afford immediate tonnage in timber, and that is also capable of large agricultural development. It is now known best as a farming country. The difficulty of getting out the timber and of reaching market with farm produce has prevented anything like a close working of the natural resources, however. The new transportation line will open the country and supply the incentive to development which it now lacks.

The Oregon Water Power & Railway Company was incorporated last Summer with an authorized capital of \$7,000,000, but it is really the successor of two companies previously existing. One of these was the Portland City & Oregon Railway Company, which owned and operated the trolley lines, and the Oregon General Electric Company, which had acquired certain property and rights looking to the erection of the power station on the Upper Clackamas River. Both these corporations were chiefly owned by Morris & Whitehead, as is the new one. The Portland City & Oregon Railway Company about two years ago succeeded the East Side Railway Company, which built the Oregon City and Mount Tabor trolley lines 10 years ago, and soon thereafter went into the hands of a receiver, from which it never emerged. On sale of the property under foreclosure, December 8, 1900, Fred S. Morris took it for \$320,000, that sum being the face value of the indebtedness standing against it. Mr. Morris' banking firm has since controlled it and has large plans for extension of the lines and development of the country served by them. These plans contemplate the expenditure of more than \$5,000,000. In the past two years the equipment has been more than doubled in efficiency and the condition of the road has been vastly improved. Simple facilities for carrying on the building of new lines and the perfection of old ones have been provided. Indeed, so thorough are the preparations that so large is the scale of operations that many suspect them to be part of a plan to bring a new steam railroad into Portland. The company disavows any intention of that kind, however.

AGENCIES ALSO FLOURISHED.

Eastern Roads Had Large Volume of Portland Traffic.

EASTERN railroad agencies in this city have experienced the same degree of prosperity that has marked the railroads having tracks into Portland. The Burlington has operated a through service to Portland in connection with the Northern Pacific, and General Agent Sheldon reports his business in the Pacific Northwest to be the biggest ever known. The Burlington's Northwest headquarters is in Portland. The Great Northern handles its Portland business over the O. R. & N. from Spokane, and it has shown a gratifying increase in the year. A recent adjustment of train schedules gives close connection at Spokane, doing away entirely

with the wait that formerly made that route slow. Chicago-Missouri River lines have done a very satisfactory business in this territory. The Chicago & Northwestern, Chicago, Milwaukee & St. Paul, Illinois Central and Rock Island have maintained a vigorous competition for trade, but there has been no disposition to cut rates. The Wisconsin Central has been a factor of considerable importance in the carrying trade between Chicago and St. Paul, and has got fully its share of the traffic of the Pacific Northwest.

The Rio Grande system has led the intermountain railroads, except the transcontinentals. A change of agents took place in this office, W. C. McBride succeeding J. H. Mansfield, who was transferred to San Francisco. Three other agency changes were made here in the year. C. J. Eddy, who had been in the service of the St. Paul for many years, resigned on account of his advancing years, and was succeeded by ex-Mayor H. S. Hoyes. W. H. Mead, of the Chicago, St. Paul, Minneapolis & Omaha, died, and his successor is H. L. Sialer. A. E. Cooper, the Rock Island's passenger man, was promoted to a better position in the East, and L. B. Gorbam was given jurisdiction over passenger as well as freight matters.

New York Central and Pennsylvania are the large Eastern railroads maintaining agencies in Portland. Both of these lines have increased their business in this field, and expect a notable growth the coming year.

DEKUM TREATMENT ROOMS

A Very Worthy Institution That is Growing in Popularity With Afflicted Persons.

Among Portland's growing institutions may be mentioned a most worthy enterprise, located in the Dekum building. Starting two years ago in a small way, this institution has grown until it now occupies nine large rooms on the seventh floor, and already more room is needed. The institution is provided with everything that money can buy that will benefit patients in the treatment of their unhealthful conditions. The large offices and consultation rooms are provided with appliances for making all chemical and microscopical tests, and any condition that is obscure to the ordinary physical examination is subjected to the X-ray or cathode ray for examination and treatment, if necessary. In the treatment department the electric light bath is prominent, and the medicated vapor, needle bath, massage, and the ponceau pack, etc., are located in one department; the electric shampoo and salt glow, oil and powder rubbing in another room; radiant heat by the use of colored lights in another. The remedial bath and electric quilt sweat treatment is a department by themselves. In another room are located the electric vibrator, the Betts hot-air apparatus and manual Swedish movements apparatus. This work is all carried on by well-trained nurses, who are graduates from the best schools in the country. After a patient has been examined and a diagnosis arrived at, a prescription is made from the many treatments the institution has at hand; so that a patient may get a different treatment every day for some time, as the case may require. Circulars may be obtained by addressing the Dekum Treatment Rooms, or W. F. Hubbard, M. D., 700 Dekum, Portland, Or.

PAUL STRAIN.

He Has Made a Record in the Clothing Business That Has Astonished Portland.

Mr. Strain is a young business man who has made a marvelous record in Portland. A couple of years ago he arrived in this city as an employee of a well-known clothing company. Possessed of no money previously accumulated, Mr. Strain found time to speculate around considerably, and, almost before he knew it, he had a handsome income rolling in upon him. With this augmented capital he engaged in the clothing and gentlemen's furnishing goods business for himself a few months ago, and from the very first crack of his whip has been doing a trade that has astounded the clothing world of this municipality. Almost at the beginning he purchased a \$40,000 stock of unclaimed tailor-made goods for a trifle over \$20,000; hence has been enabled to sell clothing at next to give-away prices. In consequence of this, his big store at Third and Burnside streets, and branch at 228 Washington street, have been the busy marts of the city since the day their doors were opened to the public.

Mr. Strain is a bright, brisk, genial fellow, and is sure to prosper anywhere. His \$700 clothing store, at Second and Burnside, is the busiest place in Portland, except, perhaps, his Washington-street branch.

COLUMBIA SOUTHERN RY.

OPENS UP A RICH COUNTRY—GRAIN, FRUIT, LUMBER, MINES, WOOL.

Manufacturing and Other Possibilities—Shankio Has Largest Wool Warehouse in the U. S.

Among the pioneer farmers of Sherman County are yet to be found men of middle age. Perhaps no agricultural region in the United States has passed so rapidly through the various stages of development as has that portion of the State of Oregon lying between the John Day and Deschutes Rivers, extending southward from the Columbia River about 15 miles. Six years ago the agricultural district of Sherman County extended not over 15 miles south from the Oregon Railway & Navigation Company's line, at that time the only avenue of transportation open to this wonderfully productive little country. The construction of the Columbia Southern Railway from Biggs to Wasco, in 1897, pushed the boundary lines of the agricultural region southward. As the Columbia Southern pushed its way, step by step, through the center of the county from the north line to the south line and beyond, furnishing adequate transportation facilities, and easily accessible from all parts of the county, the grain products of the district served by the Columbia Southern have increased over 500 per cent in the short period of six years. This district is second to no other section of equal area in the Northwest in the quality, quantity and profits derived from its agricultural products.

Tonnage records of the transportation lines connecting this section with Portland, show the average annual grain product finding a market in Portland for the past three years to be 40,000 tons, representing in value \$1,400,000. The value of all products of the county is based on Portland market, as the entire product finds a market in that city. Passing through Sherman County into the southeastern portion of Wasco County, which is occupied almost exclusively by livestock interests, the Columbia Southern established its southern terminus at the town of Shankio. In two short years Shankio has established an enviable reputation as a wool market. It is the distributing center for all that section of Oregon bounded on the west by the Deschutes River and on the east by the John Day River and a north and south line through Canyon City and Burns, extending south to the California line. At Shankio is established not only the largest wool warehouse in the state, but in the United States, and there is gathered the cream of Eastern Oregon wools. During the season of 1902, there was sold at Shankio 5,000,000 pounds of wool aggregating in value \$800,000.

While the chief industry of the country served by the Columbia Southern through Shankio is stockraising, the volume of commerce necessary to supply this territory last year reached 27,000,000 pounds, exclusive of wool and stock tonnage. While the Columbia Southern serves, as it does, almost an empire in area south of its present terminus, it is serving a population little greater than that of Sherman County. Within the boundaries of the above-described territory which is contiguous to the proposed extension of the Columbia Southern Railway from Shankio to Bend, Or., is to be found about nine times the number of acres of agricultural land in Sherman County, land that will produce, without irrigation, in excess of 20 bushels of wheat to the acre, and 12 times the same number of acres of arid land comprising the lands intended to be irrigated by the Government and by private enterprise. This still leaves thousands of acres of land that are extremely valuable for grazing purposes.

It is a well-favored country that meets the demands and excites the admiration of all who come to see. It has been the privilege of the writer of this article to meet, during the past year, hundreds of homeseekers and others who came to Oregon to investigate the resources and possible development of Crook County, and it is a peculiar fact that each individual found something in his hiking in the varied resources of the county. With its vast bodies of valuable timber, large areas of fertile Government lands and prospectively rich mineral deposits, Crook County appeals strongly to settlers of this time, and, but for the missing link of steel that is essential to its connection with the outside world and the clouds of agitation and litigation that hang about and retard the development of her resources, the county's present population would have been augmented by at least 10,000 during the past year. Fortunately, however, the horizon is rapidly clearing. Many a link was straightened out at the irrigation convention at Portland, November 18-19 last, and the prospects for irrigation are all the better and stronger for the perfect understanding arrived at.

Every grain or vegetable produced in Iowa or Illinois, except Indian corn, may be produced here. The soil is rich enough

and well adapted to the growth of corn, but the evenings, nights and mornings are too cool. The yield of cereals, vegetables, grasses, etc., equals the yield of the most-favored localities in the United States, the quality of crops or fruits is first class, and when grown, this yield is harvested without loss from rains or storms. A complete and careful analysis of the soil taken from 20 different localities in that territory shows, in each case, a higher percentage of productive qualities than the soil of Sherman County.

The timber is mostly of sugar and yellow pine of superior quality, and timber lands will yield from 5000 to 20,000 feet of good merchantable lumber to the acre. On completion of the proposed extension of the

Columbia Southern Railway to Bend, Or., or to a point 10 or 12 miles south of that point, it will bring into market the manufactured product of 700,000 acres of timber land that will average 15,000 feet of lumber to the acre—aggregating a total timber wealth of 11,200,000,000 feet.

The manufacturing possibilities of the territory are great. Within the banks of the Deschutes River is contained unlimited power, free to all who care to utilize it. With the undeveloped resources of the country, the unlimited and cheap power, there is absolutely no limit to its manufacturing possibilities.

About 12 miles southeast from Crook County, on Trout Creek, is situated the Trout Creek mining district, in which are

located groups of mines known as the Oregon King, Morning Star, Red Jacket, Disappointment, Dexter, Trout Creek and a number of other groups and claims showing excellent prospects. In this mineral formation have been found gold, silver, copper, lead and antimony. The Oregon King mine has been prospected to a depth of 500 feet, with drifts at each 100-foot level, and everywhere showing an abundance of high-grade ore and is unquestionably the greatest discovery in the Northwest. In many other localities are to be found good indications of rich minerals.

All Right for Flax.
Within the past year, Eugene Rosse, formerly of Belgium, has demonstrated the truth of the assertion often made that Oregon is perfectly adapted to the growing and manufacture of flax. Rosse has established a factory at Salem, and in a few years this industry will be one of our greatest wealth-producers. The great advantage Oregon has in this industry is that the water gives complete satisfaction for retting the flax.

Lumber for the Orient.
Nearly 20,000,000 feet of lumber was shipped from Portland to China, Japan and the Philippines during the year 1902. The best lumber-carrying ships on the Pacific come to Portland to load.



THE SOUTHERN PACIFIC COMPANY

Threads its way through the justly celebrated Willamette, Umpqua and Rogue Valleys, which, if not as is supposed by some very learned men, to be the site of the Garden of Eden, is without question the Garden Spot of the World. There is no region on the face of the earth today with so many advantages and so few drawbacks. The climate is the finest in the world, being moderate both in Winter and Summer, and in consequence, free from the extreme heat and cold which militate against less favored sections. Neither is there a country where the soil is so uniformly productive. Here can be grown almost any grain, and "Valley Wheat" has no superior, if it has an equal, which is doubtful. All kinds of grasses grow in profusion, and even the "White Streak" which is regarded as bad land will produce several tons to the acre, demonstrating most forcibly that even our bad lands are good. Considerable attention is being paid to flax culture, as at the recent Buffalo Exposition Oregon flax was given first prize, and was pronounced superior to the celebrated Irish flax.

Fruit raising while in its infancy, is a most healthy child, as our apples find ready market both in Europe and Asia, and bring better prices than apples from any other section of the country, and the fine Italian prune has no superior anywhere. It may not be generally known that we produce a greater quantity and a finer grade of hops than any other state in the Union, Europe being our best customer, notwithstanding that they produce many thousand bales. A few years ago we had comparatively no creameries or cheese factories in the state, but now they are springing up everywhere, and in a very short time this will be one of our greatest industries, as dairying promises surer and steadier profits than any other industry. Owing to our mild winters, feeding is unnecessary, as cattle graze during the entire year, and as there is an absence of cold weather, less expensive buildings are required than in the colder regions. Butter commands a better price than in the East, the average price for the past year being a little over 24c per pound. The Valley butter finds a ready market in Alaska and the Orient, and the supply is not equal to the demand. It is conceded by experts that this particular region is better adapted for dairying and the product superior to any other, not even excepting the celebrated dairying localities of Switzerland. There is one industry that is plodding along with very little noise, and is destined before long to become one of the greatest on the Pacific Coast, and that is mining. Many are led to believe that gold can only be found in quantities in California, British Columbia, Alaska and Eastern Oregon, while right at our doors, skirting the valleys above mentioned, can be found all the precious metals in paying quantities, and at a less expense of production than elsewhere. A conservative estimate places the output of gold from the regions mentioned since gold was discovered in Oregon, at \$50,000,000.00.