

STATE CLEAR OF DEBT

HAS MODERN PENAL, CHARITABLE AND REFORMATORY INSTITUTIONS.

NOT a dollar of either bonded or floating debt burdens the State of Oregon. All its public buildings and institutions are in excellent condition and there is nothing now in view that indicates less favorable conditions for the future in state affairs. The state government is economically conducted. Salaries of state officers are comparatively low, there are no useless and expensive commissions and all the state institutions are conducted with the least expense consistent with good service. For a number of years there have been no charges, even in the heat of political campaigns, that the tax burdens have been heavy by reason of extravagance in state government. The average rate of levy for state purposes for a period of 15 years was about 5 mills, and this upon a valuation of property at not to exceed one-third of the actual value, so that the real rate of levy has been less than 2 mills on the dollar on the actual value of property in this state.

The annual expenses of the state, including very liberal allowances for new buildings and repairs at state institutions, amount to about \$500,000. The average annual expenditure for a period of 15 years was \$465,000, but the growth of the state has brought the amount up to the sum named. Because of the appropriation of \$500,000 for the Lewis and Clark Fair, \$150,000 for the portage railway, and \$100,000 for reimbursement of Indian War Veterans, the appropriations for the years 1904 and 1905 will be somewhat heavier than usual. The present assessed valuation of the taxable property in the state is about \$155,000,000, the exact figures on the assessment of 1903 not being obtainable at this writing.

The principal officers of the state are the Governor, George E. Chamberlain; Secretary of State, F. I. Dunbar; Treasurer, Charles S. Moore; Supreme Judges, F. A. Moore, Charles B. Wolverton and R. S. Bean; Superintendent of Public Instruction, J. H. Ackerman; Attorney-General, A. M. Crawford; State Printer, J. R. Whitney; Post and Dairy Commissioner, J. W. Bailey; Commissioner of Labor, O. P. Hoff. These are the state officers filled by a general state election. The control of the Governmental institutions is vested in some of these officials.

State Institutions.

The state penitentiary is under the management of a superintendent, appointed by the Governor. That institution has recently undergone many repairs and improvements which make it a model institution of its kind. All cooking is done by the most modern processes, and mostly by steam heat. A community dining-room has been constructed, so that the prisoners take their meals at tables instead of in their cells. A hospital room has also been provided and the whole building has been placed in the best possible sanitary condition for many years there have been no contagious or infectious diseases among the prisoners, endangering the health of the inmates. Under an act of the last Legislature, an execution room has been constructed at the prison and all executions will hereafter be conducted at the state prison instead of at the several county seats.

The state insane asylum is under the control of a Board of Trustees composed of the Governor, Secretary of State and State Treasurer. This institution is situated in a beautiful locality, on an em-

porance east of the City of Salem. About 140 patients are now cared for, the average expense of maintenance per capita being about \$10 per month. This institution is provided with extensive grounds, affording the patients ample opportunity for out-door exercise. A force of 120 officers and employees is engaged at the asylum. New buildings are constructed every two years to keep the accommodations up with the requirements. The general health of the patients and the percentage of patients cured proves that Oregon cares for her unfortunate as well as does any state in the Union.

Schools for the Defective.

At Salem are also maintained a State Reform School, a State School for Deaf Mutes, and a State School for the Blind. At these institutions the incorrigible and defective youth of the state are given common school education and instructed in manual work with the purpose of enabling them either to make a living in the world or to contribute to their own support, by making themselves useful in families in which they may hereafter live. At the Reform School such trades as tailoring, shoemaking, harness-making, blacksmithing, carpentry, cooking and engineering are taught and on the state farm the boys are taught the practical features of agriculture. A large percentage of the boys pursue useful occupations after leaving the school. At the mute school the industrial department is emphasized but because of the nature of their defect, pupils at the blind school are given manual training in a lesser degree.

The state maintains a university at Eugene, an Agricultural College at Corvallis, Normal Schools at Monmouth, Drift, Ashland and Westport and a Soldiers' Home at Roseburg. At each of these places the buildings have been kept in repair and new buildings erected, so that all are in excellent condition and no extensive improvements will be needed for a number of years to come.

New Indirect Taxes.

One of the most important of the recent advancing steps taken by the state government was the enactment last Winter of a corporation license tax law. For many years the fees charged for the organization of corporations were nominal, and scarcely covered the actual expense to the state. The act of 1903 requires corporations newly organized to pay an organization fee varying in amount according to the authorized capital stock. Both foreign and domestic corporations are required to pay annual license fees, also graded according to the amount of the capital stock. These fees are not so heavy as are imposed in some states, and the promptness with which they have been paid in the first year is proof that they are not burdensome. The revenue to the state from this indirect source will be at least \$100,000 a year, and the burden of taxation upon real property will be lessened accordingly. An inheritance tax law was also enacted, but as every estate is exempt to the amount of \$10,000 and every inheritance to the amount of \$500, the measure does not promise to be productive of very great revenue for a few years to come. These two acts of the Legislature are of chief importance from the fact that they mark the beginning of a policy of raising state revenue from indirect sources, a policy which has already been established in a large number of the other states of the Union.

Besides the revenue raised by taxation and by the collection of license fees, the

state has an annual revenue for educational purposes arising from the irrevocable school fund. This fund, including loans outstanding and sums due and bearing interest upon sales of school land upon the installment plan, amounts to \$4,600,000. The yearly revenue from this, in the form of interest, is about \$210,000. This income is distributed among the counties according to the number of children in each county between the ages of 4 and 20 years. In addition to this fund, the schools receive the proceeds of a state school tax, amounting to \$6 per

capita, levied and collected in the several counties, and such special school taxes as the several districts may see fit to levy. The total expenditures for common school purposes in this state during the last year amounted to \$1,750,000. The school population of the state is 145,757.

Courts Try Cases Promptly.

Citizens of Oregon who have business in the courts are assured of a speedy trial in their cases. The Supreme Court has its trial dock clear. There are a sufficient number of Circuit Judges to try

cases promptly in the lower courts and a hearing can be had on appeal whenever a case is ready for trial in the Appellate Court.

From the foregoing facts it is seen that Oregon's state government is very satisfactory. Though all the state departments and institutions are maintained in a creditable manner, property-owners are not subjected to burdensome state taxes, public education is abundantly provided for, and property-owners are guaranteed protection in all their rights by resort to

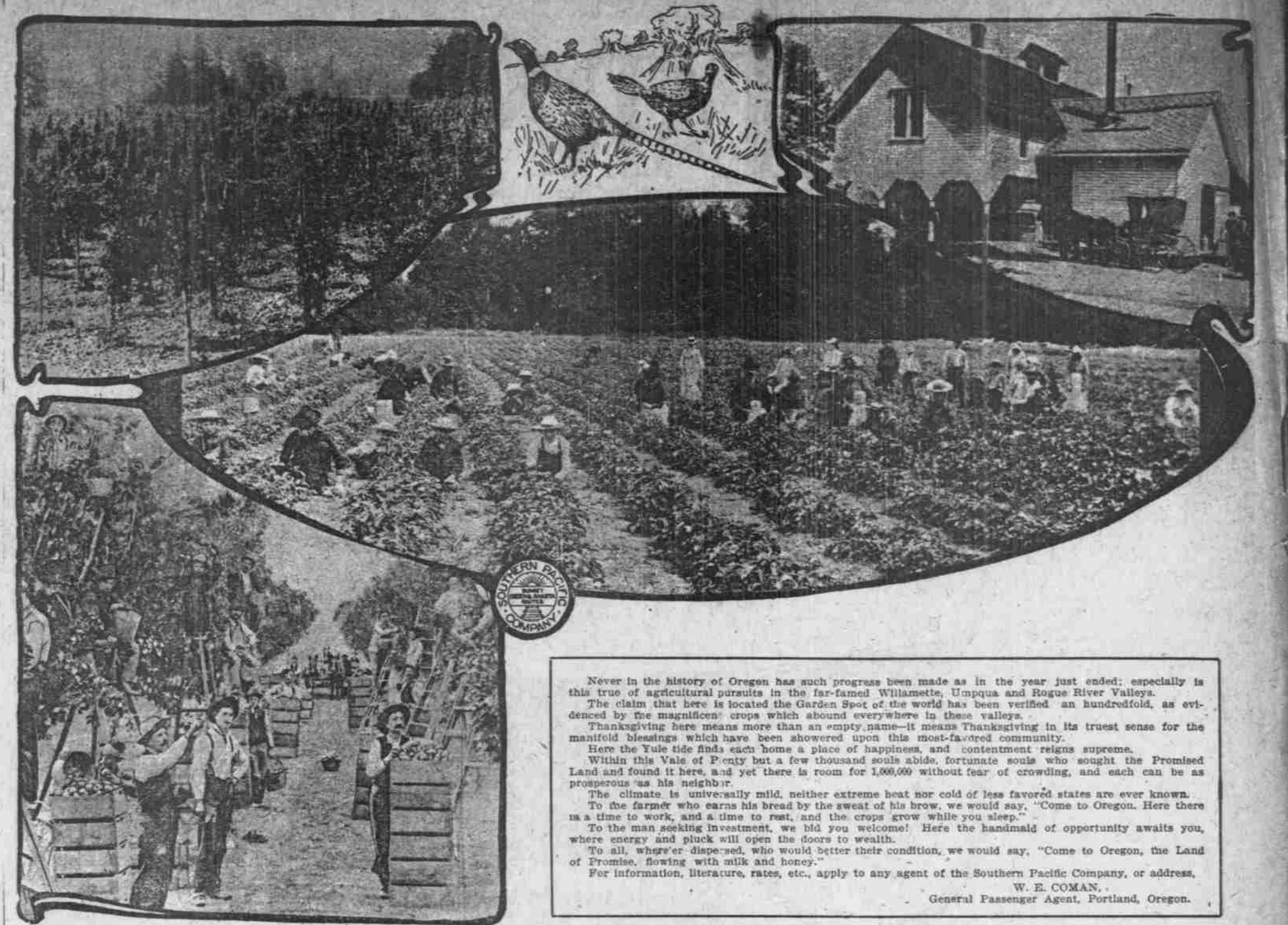
courts in which there are no unnecessary delays.

Tendency to Big Farms.

Spokane-Review. The evolution of the Walla Walla section seems to be toward the large wheat farm, and the general improvement is confined mostly to the cities. Of course, the large farmers add new buildings and improve old ones, but the establishment of new homes in the country districts is limited. This condition is largely respon-

sible for the unusual growth of this city and the large number of fine residences erected during the few years. The prosperity of this section is not so much in evidence in new improvements as in bank deposits and cash business transacted.

Wife—John, is there any poison in the house? Husband—Yes, but why you ask? Wife—I want to sprinkle some on this piece of angel cake and put it where the mice will get it. Would that that were them. Husband—Sure; but it isn't necessary to waste the poison.—Chicago News.



Never in the history of Oregon has such progress been made as in the year just ended; especially is this true of agricultural pursuits in the far-famed Willamette, Umpqua and Rogue River Valleys. The claim that here is located the Garden Spot of the world has been verified an hundredfold, as evidenced by the magnificent crops which abound everywhere in these valleys. Thanksgiving here means more than an empty name—it means Thanksgiving in its truest sense for the manifold blessings which have been showered upon this most-favored community. Here the Yule tide finds each home a place of happiness, and contentment reigns supreme. Within this Vale of Plenty but a few thousand souls abide, fortunate souls who sought the Promised Land and found it here, and yet there is room for 1,000,000 without fear of crowding, and each can be as prosperous as his neighbor. The climate is universally mild, neither extreme heat nor cold of less favored states are ever known. To the farmer who earns his bread by the sweat of his brow, we would say, "Come to Oregon. Here there is a time to work, and a time to rest, and the crops grow while you sleep." To the man seeking investment, we bid you welcome! Here the handmaid of opportunity awaits you, where energy and pluck will open the doors to wealth. To all, wherever dispersed, who would better their condition, we would say, "Come to Oregon, the Land of Promise, flowing with milk and honey." For information, literature, rates, etc., apply to any agent of the Southern Pacific Company, or address, W. E. COMAN, General Passenger Agent, Portland, Oregon.

THE ASTORIA & COLUMBIA RIVER R. R.



The Astoria & Columbia River Railroad, which runs from Portland to the Pacific Ocean, along the Willamette and Columbia Rivers, and past their mouths, traverses a country that permits of wonderful possibilities for development and which is as yet just really starting in its commercial life. For 30 years there have been several steamboat lines on the Columbia River that have been famous for accommodations and supplied well the apparent wants of the section; yet it was not until this railroad was opened for business in May, 1898, that its diverse possibilities were realized and a great awakening followed. The intelligent construction and management of this road has had much to do with the good accomplished so far, but there yet remains ten times more to be gained, and much of this in channels yet untouched. No section of the world is there to which Nature has been more kind and within the small stretch of country tributary are the greatest salmon fisheries, the greatest timber belt, the best dairying possibilities, and vast deposits of minerals, the latter being almost entirely unexploited, but affording

grand opportunities. After doing this, Nature did not stop, but added the most beautiful scenery imaginable. The ride down the Columbia has no superior and few equals for scenic grandeur in the world. At its western terminus, where it pushes the sinking sun into the Pacific, is the finest beach, or rather series of beaches, on the Pacific Coast, where every conceivable advantage exists for the pleasure-seeker, tourist or those who desire the exhilarating ozone of the ocean during the sultry months of the interior. Here can be found a perfect beach, that is safe and the water comfortably warm; that has developed Seaside into the recognized leading summer resort north of San Francisco, where in a day's tramp one can catch a sea bass or brook trout, dig a clam or oyster or shoot a sea lion, deer, elk, pheasant, snipe, bear or moose. These things can be done, not with the usual attendant hardships, but while stopping at excellent hotels and only be absent from them for a few hours. The advent of the railroad made the development of these commercial and pleasure attributes of the section possible and a few facts, taken from the record of the road, are instructive and entertaining.

After the road had been in operation for one year, which was June 30, 1899, 12,623 passengers were carried, while for the year ending June 30, 1900, the number of passengers carried by trains of this road, this showing an increase of over 100 per cent. The local travel increased by a much larger proportion. According to the number carried per mile during these two years, as in 1899 it was 4,962,958, while in 1900 it was 12,855,364. The increase in the freight business is even more marked and is as true an index of the remarkable development of the section as can be found. The first year the road was in operation it handled 21,605 tons of freight, while the year ending last June the total was 117,888 tons, the result of four years. The most striking feature of all this increase is in the carload lots shipped, as in 1899 it amounted to 548 cars, while the past year it was 619, and all of this to markets that before were not accessible to the mills of the section. The possibility of the shipping the Columbia River salmon in commercial

quantities was only realized with the inception of the Astoria & Columbia River Railroad, and from practically nothing by rail shipments, this staple product reached 426 cars the first year and last year reached 885 cars. The object of this article is to tell some truths, in order to attract the attention of intelligent and wide-awake people to the possibilities of a section that actual investigation will show that its full value cannot be contemplated, and has not been so far. From statistical reports of the United States Government, made by experts, the natural wealth represented is prodigious and the extravagant attempt to control it by active enterprise during the past five years has not made an appreciable effect on the surface even. The equipment of the road keeps fully abreast with the increasing business, both freight and passenger, and it is the only section that knows not what hard times are, with common laborers receiving \$2.25 per day and skilled labor in proportion, it is truly a land flowing with milk and honey, and it has been made so by the Astoria & Columbia River Railroad, or rather the character of management that has its business under control.

portance, are located at Detroit and Lyons. Each mill furnishes its quota of freight and the earnings accruing from the C. & E. east of Albany should satisfy all concerned. From Mill City east to the end of the track, the Corvallis & Eastern is the scenic railroad of America. The waters of the North Santiam are as clear as crystal and deep, and at certain periods of the year the largest of trout are caught in the magnificent pools formed by the swirling eddies.

Kingston.

Kingston, 29 miles east of Albany, is the shipping point for Stayton, Aumsville and other points in that vicinity, and from Stayton comes the celebrated Centennial brand of flour that took the premium at the World's Fair and has ever since held the superiority then established. The flour is made from a hard wheat raised in the Waldo Hills.

Mines Along the Corvallis & Eastern.

The Santiam mines are on both sides of the C. & E. R. R. and the Santiam River. They are exceedingly rich in spots, but the main values are carried in low-grade ores, which are in exterior ledges and in several places are accessible to the railroad. The day is not far distant when concentrates in trainloads will be seeking the nearest smelter.

Albany, General Offices.

The road crosses the Willamette River at Albany, at which city are located the headquarters of the company. Here are also two flouring mills, woolen mills, chair factory, two tanneries and several smaller factories. The new electric light plant at Albany is the best in the state of its size. It is owned by the Albany Canal & Water Co., and was built under the supervision of Mr. H. K. Langer, one of the most scientific and all-around machinists on the Pacific Coast. The two flouring mills are operated by the Portland Flouring Mills Company, under the supervision of Mr. A. W. Bowersox.

Corvallis.

The next town west is Corvallis, where the State Agricultural College buildings are located. It is the seat of Benton County, one of the richest sections of the Willamette Valley.

Philomath.

Philomath, six miles west, also boasts of a college and an excellent flume seven miles long, which brings to the C. & E. the products of a large saw-

GRANITE QUARRY, GRANITE MOUNTAIN.



The only granite in Oregon that is accessible is found at Mile Post 132, between Haledale and Berry. A fine stream that falls 12 months of the year over the western end of the mountain could easily be made to furnish power for air compressors, loading and unloading cars, and also run a large rock crusher that would furnish crushed rock for all the roads in Oregon and hardly be missed from its native mountain.

The photo here presented shows the only place where there has been any work done at the quarry. The granite taken from here has gone into the two last buildings put up by the Agricultural College at Corvallis, and considerable has been used for riprap on the C. & E. R. R. The ballasted with coarse granite, so the water can run off, and the air get through, will last from five to eight years longer than one ballasted with mud and gravel.

The people represented in the photo are headed by Colonel Abbott, of the United States Good Roads Commission.

mill situated near Mary's Peak. It is the best flume ever built in Oregon and reflects great credit on the owners, the Benton County Lumber Co. A large tract of excellent timber easily accessible to the C. & E. R. R. can yet be secured.

Crossing the Coast Range at an elevation of 710 feet, the road reaches Lincoln County, whose western boundary is the Pacific Ocean. Though somewhat hilly, the land is admirably adapted to the raising of stock, and the soil, with little effort, produces all kinds of grasses, clover, etc., also fruit and vegetables that today surpass anything on the Pacific Coast.

Yaquina Bay.

At Yaquina Bay the salmon run in the Fall and is well taken care of by a cannery belonging to F. C. Barnes. While nearly everything is green the whole winter, the month of May brings out the rhododendron, and the country about the Coast is radiant with their beautiful blossoms. They are so plentiful that they lend a brilliant coloring to nature that seems to light up the Coast as if a gas plant were in full operation. The blooming of this wealth of brilliancy that favors New-

Sandstone at Morrison.

At Morrison station, about 29 miles from Yaquina, are large beds of sandstone with a quarry fully opened. There is no question about the quality of this stone, as it has been shipped to San Francisco and is now in the Call Building, Spreckels buildings, The Emporium and other structures on Market street. It stands all the tests of the Government and is of light color. When steamers were plying between Yaquina and San Francisco, the shipment of this stone was quite an industry in Lincoln County.

THE CORVALLIS & EASTERN RAILROAD CO.

As the "Oregon Pacific" the "Corvallis & Eastern Railroad" was originally intended to run from Yaquina Bay on the west, across the Cascade Range, the Deschutes, the plains of Crook and Harney Counties, thence down the Malheur canyon to Vale; thence crossing Snake River at some available point, push on to Boise City. One hundred and forty-two and eight-tenths miles were constructed from Yaquina to Idaho, but of this only 128 miles to Detroit have been in operation continuously. After passing through the hands of three receiverships, the road was finally bought at Sheriff's sale by Mr. A. B. Hammond, who has

Breitenbush Hot Springs.

since been its president and owner. The first point of utility from either a commercial standpoint or as an attraction, that comes within the reach of this road is the famous Breitenbush Hot Springs in the heart of the Cascade Mountains, about 15 miles from Detroit, and located in the Forest Reserve. The land on which these springs are situated is homesteaded and the owner intends in the near future to build a wagon road that will make the Springs easily accessible to tourists, and also to put up good, substantial and commodious buildings for their accommodation. These springs are justly famous for their medicinal

qualities, and for all kinds of muscular diseases they are unsurpassed by any other hot springs of the Pacific Northwest. Low round trip rates from all S. P. and C. & E. points are on sale from June until October, and people from all directions come to them for health and recreation. Fishing and hunting, to please the most enthusiastic, abound in the vicinity, while the grand and majestic scenery through which the traveler comes to reach the springs is not excelled even in the midst of the Colorado.

Magnificent Forests.

The original incorporators built better than they knew, for commencing on the east a "continuous forest

where rolls the Santiam" (finally reaching the Oregon) will furnish lumber, telegraph and telephone poles for long years to come, as well as cord wood and plating.

Mill City.

The Curtis Lumber Company have their plant at Mill City and while it may not be so large as others in Oregon, it cuts every variety of lumber, and two magnificent dry kilns make this lumber bone dry in a short time, and ready for shipment to the markets of the world. The company supplies, too, endless quantities of lat and shingles which are also run through one or other of the dry kilns. Other mills, smaller and of minor im-

