BOTH STATES TO PROTECT SALMON

Oregon and Washington Legislative Committees Come to an Agreement.

AGAINST SUNDAY FISHING

Bill Will Be Introduced at Salem and at Olympia for Close of Twenty-four Hours Each Week. Shortens Open Season.

By agreement between the lawmakers of Oregon and Washington, reached at a concurrent committee conference held in this city yesterday, bills will be introduced within a few days in the Oregon and Washington Legislatures recommending that no salmon fishing be allowed on the Columbia River between 6 o'clock P. M. Saturday to 6 P. M. Sunday, during the Summer open season, which it is planned will extend from April 20 to August 20. The bills will shorten the present open season five days in April and five days in August.

The proposed bills will make the closed season from March 15 to April 20 and from August 20 to September 10. The present law makes the closed seasons from March 15 to April 15 and from August 25 to September 10.

Abolition of fishwheels and other gear for ten miles below Celilo Falls, as recommended by Master Fish Warden Van Dusen, of Oregon, is not recommended by the two joint committees.

The lengthening of the closed season and abolishing Summer Sunday fishing are the principal features of the measure agreed upon by the members of the concurrent committee from the Oregon and Washington Legislatures, appointed to frame a bill to be passed jointly by the lawmakers of the two states for the protection of Columbia River salmon. The committee finished its work yesterday evening, after a spirited session that lasted three hours Saturday night and from 10 A. M. until 6:30 P. M. yesterday.

The committee will also ask the Legislatures of the two states that each appoint a committee for the purpose of investigating the Columbia River fisheries and to learn what can be done to benefit the fishing industry. This committee will also investigate the Pendoreille and Payette Lakes, Salmon River and connecting lakes, all in Idaho. These investigators will be expected to report at the next sessions of the Legislatures. It is recommended that each delegation consist of three Senators, two of whom shall be holdovers, and two Representatives.

Fishway at Celilo Falls.

One of the principal objects of this committee will be the attempt to devise a plan to make a fishway around Celilo Falls, so that the salmon can easily get into the upper Columbia.

Another measure that was favored at yesterday's meeting was for the extermination of seals and sealions at the mouth of the Columbia River.

There were ideas aired in plenty and a series of lengthy discussions in the committee meeting. But when the motions were put, there were only two votes recorded against the proposed Spring closing season and one against the Fall close. If there were any who voted against the Sunday close this fact was not made known by the committeemen after the struggle was over.

It was expected that the new measure would provide for patrol-boats to see that the provisions of the bill were carried out, but no action of this sort was taken. The bill will provide for penalties for the violation of the law, and it is expected that the Fish Wardens will see that it is obeyed.

The committee held its meetings in the Hotel Portland. All day yesterday the lobby was crowded with cannerymen and fishermen from both the upper and lower river, who came to add fuel to the flames of the ancient feud existing between the two sections. Many of these visitors were called upon to give their opinions on what changes should be made to the existing fishery laws. The members of the joint committee were:

Those Who Participated.

From Oregon—Representative P. W. Knowles, of Wasco County, chairman; Representative R. S. Farrell, of Multnomah; Representative J. C. McCue, of Clatsop; Senator W. T. Schofield, of Clatsop, and Senator J. E. Hedges, of Clackamas, who was unable to be present.

From Washington—Senator A. L. Watson, of Cowlitz County, chairman; Senator H. S. McGowan, of Pacific and Wahkiakum; Representative J. G. Megler, of Wahkiakum; Representative J. M. Stevenson, of Skamania, and Representative E. A. Blackmore, of Clark.

Among the well-known fishermen in the city yesterday, many of whom appeared before the committee, were Fish Commissioner John L. Riseland, Deputy Fish Commissioner L. C. Burton and Superintendent of Hatcheries J. M. Crawford, all of Washington; Master Fish Warden H. G. Van Dusen, Deputy Fish Warden H. A. Webster and Superintendent of Ontario Hatchery Frank Brown, of Oregon; Senator Whealdon and Representative Hendrick, of Wasco County; F. A. Seufert, J. R. Burke, Frank M. Warren, Sr., F. M. Warren, Jr., George H. George, John and Charles McGowan, George W. Sanborn, Fred Barker, Samuel Elmore, Alexander Grant, F. P. Kendall, W. T. Chutter, Nelse Futrup, Louis Hoff, Edward Rosenberg, Ole J. Settem and H. M. Lorntsen, the last three representing the Fishermen's Union.

BUILDING PLANS ACTIVE

Many New Structures Under Way on East Side.

Architects are preparing plans for many East Side buildings. Richard Martin is working on plans for the three-story brick for the Buckman sisters, to be erected on the southwest corner of Union avenue and East Burnside street. Work is to start on this building March 1, the weather permitting. The Masonic building committee for the East Side lodges is meeting frequently to consider plans for the Masonic building to be erected on East Eighth and East Burnside streets. Nothing definite has yet been decided on except that the building will be erected in time for the lodges to occupy at the expiration of their lease of quarters in the Burkhard block.

G. L. Camp has just completed the plans for the big ice manufacturing plant for the Crystal Ice & Storage Company, to cover the half block on East Salmon, between East Sixth and Seventh streets. Part of the present plant will be retained, but practically all the machinery will be new and modern. The capacity of the plant will be more than doubled. This plant will be just east of the East Side Opera-House and there is some talk of securing steam for heating the theater from the ice plant. There has been some excavating done for W. L. Morgan's brick building on Grand avenue and East Stark street, but the weather has not been favorable. The Western Electric Company will probably use plans of its San Francisco house for its building in the warehouse district. It is understood that the company will build as soon as possible.

The East Side is very much interested in the announcement that the Harriman interests will build a freight and passenger depot on the East Side this year. W. L. Boise, who recently had a conference with General Manager O'Brien, has not hesitated to quote Mr. O'Brien as saying the depot will be built this year. Another enterprise is being talked up quietly, and that is a general market, to be located at some prominent point on Grand avenue. It is thought that such a market place could be made to pay well. Plans have been prepared for several important buildings scattered over the East Side, on which work will be started this Spring.

CHANGES MEETING TONIGHT

PEOPLE'S FORUM WILL HOLD SESSIONS THURSDAY.

County Judge Webster Speaks on "The Convict-Built Road"—Protests Against Prison Labor.

At the regular meeting of the People's Forum, held last night in the Selling-Hirsch building, it was decided to hold the weekly meetings hereafter on Thursday night. Many of the members objected to Sunday night on the ground that it interfered with churchgoing. The plan of holding the meetings Thursdays will be abandoned if it does not increase attendance.

County Judge Lionel R. Webster delivered the address of the evening. His topic was "The Convict-Built Road."

Judge Webster has always been in favor of this system of employing the city, county and state prisoners, and last night he advanced a number of good reasons why the plan should be adopted.

"At present the penitentiary convicts are being hired out to a corporation," he said, "and employed in making stoves. For each man's labor the state is being paid 35 cents a day. By this system the convicts are put into direct competition with organized labor, doing the same work as the union man. The work of two of these convicts is equal to the work of one free man, and in this way the state is selling the labor of a man at 70 cents a day.

"By putting these criminals to work on the streets and roads we are not injuring free labor. We are creating a new kind of labor. We place these convicts in a place where the work without them would not be done.

"In a few years, by working these men in this way, you would have many miles of good roads at a comparatively small expense. Many people give as an objection that the convicts are a vicious and desperate class of men, but I do not think that they would harm anybody if worked on the roads. It has been said that the only difference between a great many men in prisons and a great many more outside is that the men inside have been proved guilty."

PLAN TAKES SHAPE

Legislature Will Be Asked to Aid Playgrounds Project.

PROVIDE FOR COUNTY TAX

Levy of Quarter of a Mill Per Annum Proposed—Business Men Will Visit Salem to Ask Favorable Consideration.

If the plans of the citizens' committee, appointed several days ago to inquire into the matter of providing public play grounds, meet with the approval of the state's lawmakers who are in session at Salem, the children of Portland will soon be happy. This committee, composed of Lloyd J. Wentworth, George W. Hoyt, George W. Simons, president of the Multnomah Amateur Athletic Club, and George McMillan, met yesterday morning and conferred with Judge W. M. Cake, H. C. Campbell, C. F. Swigert and several others over plans for the establishment of public play grounds.

When the committee was first appointed it was suggested that the money with which to maintain playgrounds be solicited from public-spirited citizens, but when the committee got to work on the matter it was found that such a plan, while no doubt it would succeed, would require no end of labor and could not be accomplished within any reasonable time. Members of the committee paid personal visits to as many of the leading citizens as they could in the time allowed, and found a hearty response to the movement and promises of substantial aid.

Takes a Wider Scope.

The more people the committee members called upon the more they became aware of the vast amount of work such a movement would require, so the committee and those who attended the meeting yesterday, after a long discussion, decided that, to facilitate matters and to give the question of public playgrounds a wider scope, the Legislature be appealed to.

No actual plan was adopted at the meeting of the committee, beyond deciding to have a large delegation of prominent Portland business men go to Salem tomorrow to discuss the question with the members of the Legislature. Judge Cake will leave this morning for Salem and arrange for the meeting between the lawmakers and the Portland delegation.

Already a number of business men interested in the future of the growing youngsters in the city have signified their willingness to go to Salem. Others who were not reached by the committee because of the storm putting so many telephones out of commission are invited to join the delegation.

One of the plans discussed by the committee, while it was not settled upon, was to have a bill introduced in the Legislature providing for a small tax levy for the purpose of buying and maintaining the playgrounds. It was suggested that a tax of one-quarter of a mill be levied in Multnomah County, the money to be collected by the Sheriff as the regular taxes are collected and then turned over to the County Clerk to be used in purchasing playgrounds and equipments.

The committee feels confident that the general run of taxpayers would not object to this added taxation, when they know that the money is to go to a public enterprise of such importance. If such a bill is passed, it will also provided for a board of commissioners, after the manner of the Park Commission or the Port of Portland Commission. The Mayor, the Judge of the Juvenile Court, the president or superintendent of the Y. M. C. A., the president of the Multnomah Club and the County School Superintendent are suggested as members of such a commission.

Those who will go to Salem on Tuesday morning are Mayor Lane, Judge W. M. Cake, C. F. Swigert, H. C. Campbell, Lloyd J. Wentworth, George Hoyt, Judge Frazer, Adolphe Wolfe, Dr. J. R. Wilson, president of the Portland Academy; John F. Carroll, Secretary Stone, of the Y. M. C. A.; George Simons, president of the Multnomah Club; Colonel David Dunne, Superintendent of Schools Rigler, C. S. Jackson, Captain E. W. Spencer, Chester Murphy, Whitney L. Boise, Professor H. H. Herdman, Arnold Rothwell, Ben Selling, W. D. Wheelwright, A. B. McAlpin, J. N. Teal, Dr. C. W. Cornelius and George McMillan.

ADVOCATES ALASKA LINE

H. Bratnober Says Time Is Ripe for Steamship Prospects.

H. Bratnober, of Bratnober & Wurtweiler, of San Francisco, one of the largest mining firms on the Pacific Coast, was in Portland yesterday en route to Seattle, where he will take a steamer for Alaska. Mr. Bratnober has extensive interests in the Tanana country. He believes that the Copper River country is the coming section of Alaska and this Summer will attempt to operate a line of boats on the Copper River. He is one of thousands of Alaskans who believe that a steamship line ought to be established between Portland and Alaska.

"For months I have read of the movement to establish a line of steamers between Portland and Alaska, and I earnestly hope that something will be done," said Mr. Bratnober at the Hotel Portland last night. "The Alaskans are sick and tired of trading with Seattle and would be willing to trade anywhere except with the Sound cities if they but had the opportunity.

"If a steamship line were established the hole Portland would make in Seattle's trade would be surprising. The Alaskans would flock here to trade, and it is a wonder to me that a steamship line was not started long ago. Since the fire San Francisco has lost a great deal of that trade, and if Portland ever intends to enter that rich field which is lying wide open, now is the time to get busy."

St. Johns Ferry Franchise

P. T. Peterson, H. W. Smith and P. J. Brink, who have just received a franchise from the St. Johns Council for 15 years, have incorporated for $10,000, and have a new ferry boat under construction. The boiler has been completed and machinery is nearly ready for installing. The franchise requires the new company to have a boat capable of carrying six teams at each trip and have it in operation by March 1, 1907. Mr. Peterson says the company will certainly be ready by that time. The other conditions of the franchise are regarding the fares, which are as follows: Foot passengers, 5 cents; single horse and vehicle, including two persons, 25 cents; single team and two persons, 25 cents; double team and four horses, two persons, 50 cents; automobiles, 25 cents; saddle horses, 10 cents. The present ferry cannot handle vehicles, and the important traffic across the river from St. Johns is cut off. The Council requires 1½ per cent of the gross income to be paid monthly.

Milwaukie Country Club.

Eastern and California races. Take Sellwood or Oregon City car, starting from First and Alder streets.

CAMPAIGN IS OPENED

League for Public Ownership Has Been Formed.

TO TAKE OVER RAILROADS

Rev. Hiram Vrooman, President, Will Lecture in Different Parts of the State—Circulars Being Issued.

The Oregon League for Public Ownership of Railways is preparing to launch a general campaign of education in this state. Rev. Hiram Vrooman, president, is making preparations to begin a series of lectures in different sections of the state. Last Tuesday he spoke to a large audience at Sherwood, with the result that one of the largest and most effective branch leagues thus far was organized. This is the beginning of the plan to be followed during the year.

Dr. Vrooman's rooms in the Sargent Hotel on the East Side looks like the office of some correspondence house. The tables and desks are piled high with letters from people throughout the state making inquiries about the league. Several thousands of circulars setting forth the objects of the league are being mailed, and these circulars contain information as to the methods of the organization. The request is made that each neighborhood form a branch league of at least 25 members, and more if possible, to become the instrument and medium for this campaign of education. When these organizations have been generally formed, Dr. Vrooman will start out on his lecture trips.

What the League Stands For.

President Vrooman, in his letter to the people of the state, sets forth the plans and objects of the league as follows:

"To carry forward an educational campaign in behalf of the public ownership of railways. To that end it is to select and circulate the best books and literature upon the subject, and establish a lecture bureau. Furthermore, it is to seek such legislation in this state as will serve as steps in the direction of public ownership and at the same time destroy the evils of railroad discrimination and force the railroads to pay their just proportion of the state taxes. It is to be non-partisan and will assist the voters of all parties to capture their parties in behalf of this most vital of all political reforms, instead of themselves being captured, as heretofore, by their parties in behalf of railroad special privileges."

Advisory Council Named.

In order to keep in touch with local conditions, the league has designated the following advisory council from various portions of the state:

Judge J. B. Waldo, Mrs. Clara H. Waldo, C. P. Strain of Pendleton, Judge Senaca Smith, Portland; G. M. Wells, M. D., Portland; A. T. Buxton, state master Patrons of Husbandry; Rev. E. S. Muckley, Portland; Mrs. Lucia Faxton Additon, Portland; Rev. A. Lawrence Black, Portland; Captain J. T. Apperson, Park Place, Clackamas County; A. F. Miller, master Lents Grange; W. A. Young, officer State Grange; Hon. Jacob Vorhees, Woodburn; Mrs. Clara Bewick Colby, editor Women's Tribune, Portland; Mrs. P. M. Dekum, Portland; H. F. Wentz, Portland; C. E. Spence, Carus; T. W. Davenport, Silverton; Samuel E. Brooks, The Dalles; Miss Eva Humason, Portland; C. J. Quinn, Mayville; F. M. Gill, Estacada; George M. Miller, Eugene; Granville G. Ames, Portland; John Campbell, Sherwood; W. J. Wimer, Waldo; O. R. Ballou, Freewater; E. S. McComas, Union; R. Froman, Condon; C. D. Huffman, La Grande; J. H. Beeman, president Gold Hill Commercial Club.

Pamphlet of Arguments.

President Vrooman is preparing a pamphlet setting forth in condensed form the arguments for Government ownership of railways, which will be sent to each local member of the league. Some of the points presented are set forth in the following extracts from an advance copy of this publication:

"The railroad question has become the dominant one in American politics, and nothing short of war can take that question from politics until the chief evils of railroad administration are destroyed.

"The railroads form the veritable back bone of the great trust Colussus, which has already established a business empire within our so-called American democracy. There are between 450 and 500 trusts representing an aggregation of about $30,000,000,000 of capital. The life of these trusts is absolutely dependent upon the arbitrary and unjust discriminations practiced by the railroads.

"Of the $20,000,000,000 represented by all the trusts the railroads represent over $13,000,000,000, or nearly two-thirds of the whole. Hence the railroad interests outweigh all the other trusts combined. This makes them the dominant power in the councils of the trusts and the power with which the people must first deal in dealing with the trusts.

"Already a dozen railroad magnates possess such autocratic power that they can arbitrarily decide the success or failure of two-thirds of all large business houses of this country. Governor A. B. Cummins, of Iowa, declared to a Senate committee: 'The railroads have decreed that Iowa shall not be a manufacturing state.' When asked: 'Why do you say that the railroads have decreed that Iowa shall not be a manufacturing state?' he replied: 'I reach that conclusion simply because all our manufacturers when they attempt to reach beyond our own state meet rates that so discriminate against them that they cannot compete with the manufacturers elsewhere.' This statement of Gov. ernor Cummins is entirely true, not only of Iowa, but of Oregon. The railways have decreed that Oregon shall not be a manufacturing state. Oregon can never be a manufacturing state commensurate with her natural resources until we have public ownership."

Have One Doctor

No sense in running from one doctor to another. Select the best one, then stand by him. Do not delay, but consult him in time when you are sick. Ask his opinion of

Ayer's Cherry Pectoral

REVISED FORMULA

for coughs and colds. Then use it or not, just as he says.

The new kind contains no alcohol

We have no secrets to hide! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

AT THE THEATERS

What the Press Agents Say.

"IF I WERE KING" AT BAKER

Edgar Baume Given Royal Welcome by Big Sunday Crowd.

If ever an actor was given a royal welcome, it was Edgar Baume, who reappeared as the Baker's leading man yesterday in McCarthy's great romantic play "If I Were King." The production is good—far above the usual run of plays and is magnificently staged.

Empire Success.

"Nettie the Newsgirl," which gave its initial performance at the Empire yesterday, proved one of the season's greatest successes, and was greeted in true Western fashion. It is a melodrama of sterling worth and appeals to all classes. Wednesday matinee.

"Tennessee's Pardner" at the Lyric.

Commencing this afternoon the Lyric Stock Company will present a magnificent revival of that sterling Western drama "Tennessee's Pardner," one of the best of all American plays! The story is one of love, adventure, sudden danger, manly courage and womanly virtue as manifested in the days when the Golden West was new and the land was being wrested from savagery. It is a play that has stood the test of time and been accorded a very high place on the role of fame.

"Out of the Fold" at the Star.

Tonight the Allen Stock Company will present "Out of the Fold" as its bill at the Star Theater for the ensuing week. This is a pastoral play which has met with favor in the East. "Out of the Fold" is a rural drama in the same class with "Way Down East."

COMING ATTRACTIONS.

Isabel Irving in Delightful Comedy at Heilig Tomorrow Night.

Seats are now selling at box office the Heilig Theater, Fourteenth and Washington streets, for the brilliant actress and comedienne, Isabel Irving, who comes to the above theater tomorrow (Tuesday), Wednesday and Thursday nights, February 5, 6 and 7, in Jerome K. Jerome's three-act comedy, "Susan in Search of a Husband." Miss Irving has been provided by her managers, Messrs. Liebler & Co., who have sent out some of the best companies that have ever visited the Pacific Coast, with a real all-star supporting company, including Miss Marie Wainwright, Miss Jessie Izett, Miss Edith Lemmert, Hassard Short, Ernest Mainwaring, Herbert Standing and A. G. Andrews.

"She Stoops to Conquer."

The advance seat sale will open next Wednesday morning, February 6, for William H. Crane and Ellis Jeffreys, who, with their all-star cast, will present Goldsmith's great comedy, "She Stoops to Conquer," at the Heilig Theater next Friday and Saturday nights, February 8 and 9, with a matinee Saturday.

McIntyre and Heath Coming.

Klaw and Erlanger will present McIntyre and Heath, with a company of 75 people, in the musical-comedy vaudeville show "The Ham Tree," at the Heilig Theater, Monday, Tuesday and Wednesday nights, February 11, 12 and 13, with a matinee Wednesday. Seat sale Friday, February 8.

AT THE VAUDEVILLE THEATERS

New Acts at the Grand.

New vaudeville acts are promised today at the Grand and they will offer an abundance of comedy, music and novelty. Roland Travers, the leading illusionist, is the headliner and will contribute mystery and dexterity to the programme. The remainder of the acts are first class.

Noted Performer at Pantages.

VanGofre, the world's greatest equilibrist, opens as the feature act at Pantages Theater today. VanGofre is the greatest performer of his kind in the world, and his vaudeville career has been one long succession of successes. There are seven supplementary features: Gaston & Harvey, Bell & Dalton, Lola Fawn, Emma Cotrely, DeLasseur & Tonn, Leo White and the biograph.

St. Johns Reading Room.

A board of directors has been elected to control the St. Johns Reading Room and Library. Following are the officers: President, T. J. Monahan; secretary, E. E. McVicker; treasurer, J. F. Brooks. The soliciting committee reports having secured one $100 subscription. Others are promised. A committee has been appointed to prepare a constitution and by-laws, and also to prepare a programme to be rendered at a mass meeting to be held next Saturday night, February 9.

OREGON'S FAMOUS FRUIT INDUSTRY BORN IN PIONEER'S OXCART

OREGON has won more medals in the past ten years for her fine fruits than any other state in the Union, and the fame of several varieties of Pacific Coast fruits has spread to the remotest corners of the earth.

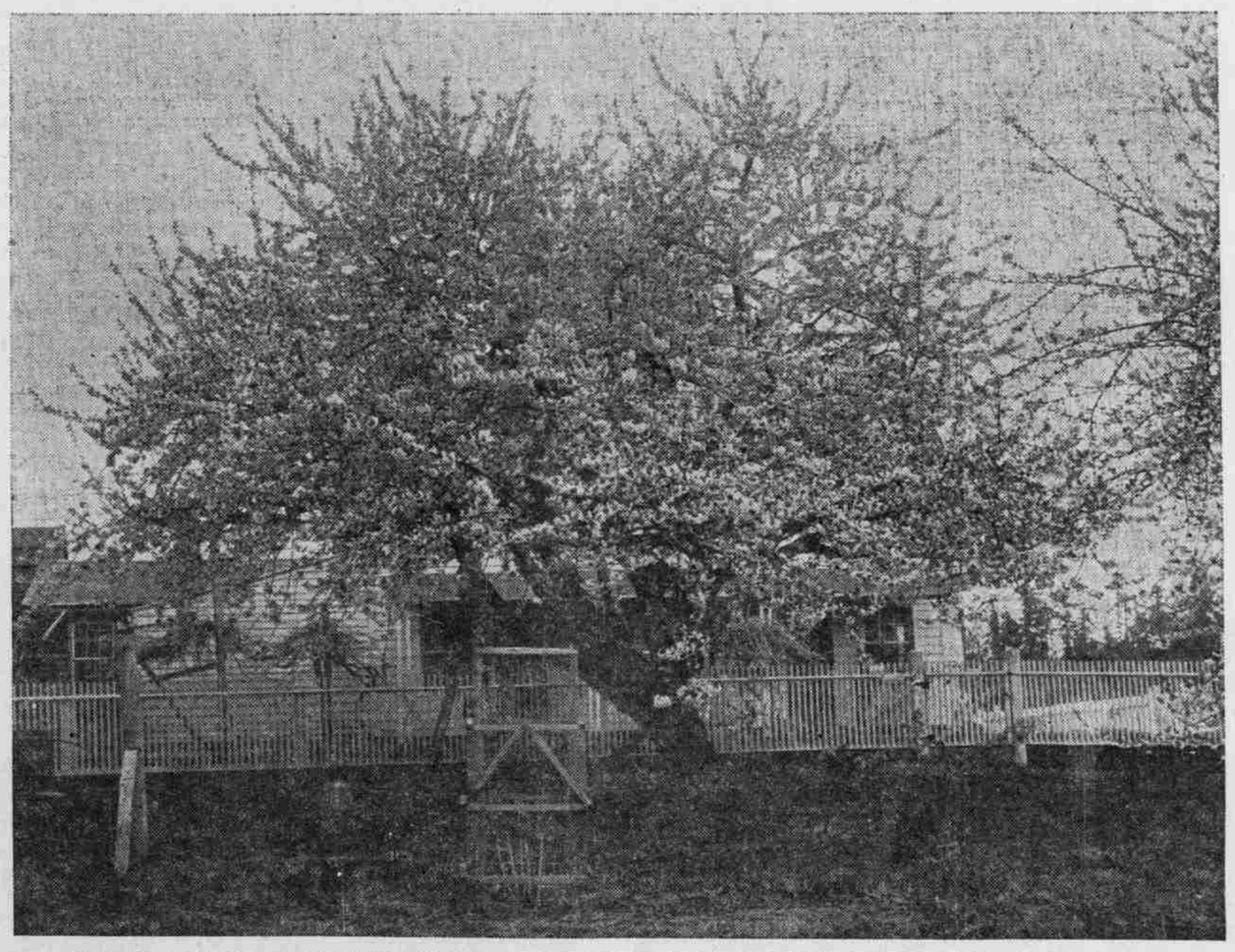
Could these facts have been foreseen some 60 years ago by Henderson Luelling, an humble Iowa farmer and nurseryman, there would have been great rejoicing in his simple heart, for it was Luelling who, in the days before the great transcontinental steel rails were laid across the trackless waste, loaded two old-fashioned, creaking wagons with grafted seedlings of peach, apple, pear, quince and cherry trees, and drove his oxen forth from civilization, facing the danger of Indian massacre and other frontier perils, that he might start the fruit industry in the new West. For many weary and watchful months Luelling and his little party traveled across the plains, and the story of their adventures will be handed down in history with those of other brave pioneers.

The Luelling train and the two wagonloads of young fruit finally arrived in Oregon, and the trees were planted by Luelling himself, with great care, in an abandoned clearing a half mile north of what is now the town of Milwaukie, about five miles from Portland. The story of how the great fruit-growing industry, of the Pacific Coast developed from Luelling's little orchard, of how cuttings were secured by other Oregon pioneers, and of how they were sent later to California and the Puget Sound country, there to begin the splendid industries for which the whole Pacific Coast is famed, is a story that is recorded in the annals of horticulture and told with pride by every old Oregon pioneer who has lived to see Oregon surpass every other state in the Union in her fruit exhibits all over the country.

It was early in 1845 that Henderson Luelling first thought of starting the fruit-growing industry on the Pacific Coast. The idea was first suggested to him by reading a report of the Lewis and Clark expedition. Luelling's father before him, and his ancestors for many generations back, had been nurserymen in Wales, and when Henderson Luelling was a small boy, he came with his parents to America, his father continuing in the nursery business in North Carolina. As a young man Henderson Luelling moved to Illinois, then to Indiana, and later to Iowa, where he conducted a nursery business in connection with his farm.

For two years before Luelling started West with his young trees he was working out his plan, grafting young seedling trees into cnoice old stock, and rooting the grafted cuttings, so that each tree carried across the plains should be young, strong and hardy, and of pure strain. He built two wagon boxes, providing a layer of properly fertilized earth, from 18 inches to four feet in depth, in the bottom of the boxes in which to plant the trees, and constructing a framework around the tops of the boxes to protect the trees from the hungry oxen.

One of these wagons was driven by Luelling himself, and his 16-year-old son, Alfred, was entrusted with the other, the trees being very carefully guarded and tended throughout the journey. Through Luelling's skill as a nurseryman, although the party arrived out of season at their destination, the young trees were transplanted and rooted in Oregon soil without serious setback, and soon a thriving orchard marked the little clearing which some discouraged pioneer had abandoned previous to Luelling's arrival.



PIONEER PACIFIC COAST CHERRY TREE, WHICH WAS BROUGHT ACROSS PLAINS TO OREGON BY HENDERSON LUELLING IN 1847.

Of this thriving young orchard, although more than half a century has passed, some trees still remain and continue to bear fruit. Most of them, however, have been chopped down, and the only material souvenirs of the original orchard are the cherry-wood picture frames owned by several pioneers, and the inlaid gavels of a few Oregon societies and organizations.

But one splendid old tree, one of the first to be set out by Luelling after the long journey across the plains in 1847, is still firmly rooted, blooms beautifully every spring, and last year, the fifty-ninth anniversary of its arrival in Oregon, bore its record crop of cherries, yielding upward of 50 bushels of luscious "black-hearts." But this gallant old tree's travels did not end with its arrival in Oregon, for one day, when the tree was four or five years old, David J. Chambers, who had set out to make himself a home four miles from the present site of Olympia, Wash., decided to have an orchard on his own account, mounted his horse, rode 90 miles to the Columbia river, secured a small boat, rowed the remaining 36 miles up the Columbia to the Luelling place and bought the cherry tree. Chambers carried it home again and set it out, and ever since it has never failed to yield its annual crop, growing larger and extending its roots further each year, until now its girth, three feet above the ground, is nine feet eight inches, and the diameter of its spreading foliage is 58 feet. It is apparently as healthy and vigorous as any of the younger trees in the old Chambers orchard, and seems only to improve with age.

While to Henderson Luelling belongs the credit of originating the fruit industry of the Pacific Coast, he was not the only pioneer to bring fruit trees across the plains, for William Meek, a neighbor of Luelling's in Iowa, who was much interested in Luelling's plan, also came westward with a selected load of young trees, and really arrived earlier in Oregon than did Luelling. But Meek's first suggestion was from Luelling, and a pretty little romance was probably responsible for Meek's efforts in the fruit-growing industry.

When Luelling came West he brought with him his entire family, among them a young and pretty daughter, in whom Meek was much interested. Meek made his journey separately, however, and settled on a clearing near Salem, where he merely "heeled" (temporarily planted) his trees, believing he had arrived too late in the season for permanent planting. Later he visited Luelling's orchard and found the Luelling trees all permanently planted and thriving. Meek frequently visited Luelling, that he might learn of the nurseryman's wisdom, and incidentally he wooed and won the nurseryman's daughter, whom he afterward married, having mastered Luelling's processes and established a permanent orchard of his own on his Salem farm, to which he took his bride.

Ralph Gear, another pioneer, brought across the plains a bushel of apple seeds of different varieties, in 1847, and by grafting his seedlings with Luelling's stock, did much toward the early development of the fruit-growing industry.