

PHASES OF INDUSTRIAL GROWTH IN THE PACIFIC NORTHWEST

COAST COUNTIES ENJOY PROSPECTS

Coos Bay Cities Especially Display the Spirit of Greater Oregon.

APPLES BECOME FAMOUS

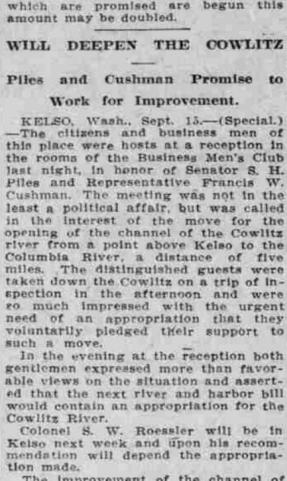
Fruit Produced by Orchards Near the Sea in Big Demand for Alaska and Australian Markets.

MARSHFIELD, Or., Sept. 15.—(Special.)

Southwestern Oregon, west of the Cascades, has been a scene of prosperity and activity never before enjoyed in any period of its history. All its interests are attracting wide attention and the stages and steamboats running into the Coos Bay region are crowded with passengers and freight. The old and staid city of Marshfield has put off its coat of moss and has become one of the liveliest of western cities. The streets are crowded with people who have come into the country to find business locations or to establish themselves on farms. The old time citizens who had settled down into quiet and contented life have caught the spirit of New Oregon and are among the active promoters of the public good. When the movement of population into the Coos Bay region began Marshfield was a dingy, little old city without any evidence of public spirit and claimed about 1,400 inhabitants. She grew so rapidly that in the last two years she has reached a population of nearly 4,000. Her hotels were entirely insufficient to accommodate the increasing number of people who were turning away every night. That condition has continued until it became scandalous and the residents took the matter up to the Marshfield Chamber of Commerce and made arrangements for the accommodation of the people in private families. But this could only be temporary and the daily paper of Marshfield started a campaign with an evident intention to strike fire and with the aid of a few enterprising citizens by William Grimes, so stirred up public sentiment that a committee of the Chamber organized a company to build a hotel and raised \$45,000 in less than twenty-four hours toward a hotel to cost \$75,000. The additional ten thousand dollars has since been pledged and the hotel will be built at once.

The people of Marshfield feel proud of the fact that they were able to accomplish so important an enterprise in so short a time. The spirit of the city has been fostered and increased by the Chamber of Commerce which has employed and has as its publicity agent and secretary, Walter Lyon, formerly Governor Geer's private secretary. Mr. Lyon has succeeded in attracting the attention of the people of Coos County to some resources which the people seemed to have overlooked. One of these is likely to aid largely in making Oregon famous. Mr. Lyon discovered that a flood of apple buyers had suddenly come into the locality and that they were willing to pay for the fruit at a price which was well above the price of the fruit in the market. Mr. Lyon immediately organized a company to build a hotel and raised \$45,000 in less than twenty-four hours toward a hotel to cost \$75,000. The additional ten thousand dollars has since been pledged and the hotel will be built at once.

WHEAT FIELD AND FARMHOUSE OF STATE SENATOR R. C. McCROSKEY NEAR GARFIELD, WASH.



RESIDENCE OF SENATOR R. C. McCROSKEY OF GARFIELD, WASH. MR. McCROSKEY OWNS AND FARMS 2,300 ACRES OF LAND AND IS THE WHEAT KING OF THE PALOUSE COUNTRY.

WHEAT IN SHOCKS ON SENATOR R. C. McCROSKEY'S BIG RANCH AT GARFIELD, WHICH MR. McCROSKEY SAYS WILL MAKE 65 BUSHELS AN ACRE AUG 1907

GARFIELD, Wash., Sept. 15.—(Special.)—The above photographs show the wheatfield and farmhouse owned by State Senator R. C. McCroskey, near this city. On the field pictured above, the wheat yield was 70 bushels to the acre. Senator McCroskey owns and farms 2,300 acres of fertile Palouse land. He has grown very wealthy the last 10 years raising wheat. From one lot of wheat sold this season he received a check for \$29,000. Senator McCroskey is often spoken of for the Governorship, but to an Oregonian correspondent he said recently: "I would rather be the best farmer in the State of Washington than to be Governor of the state."

NEED FOR EXPERTS

Pullman Man Discusses Northwest Forestry Problems.

PULLMAN, Wash., Sept. 15.—(Special.)—E. O. Selcke, until recently connected with the National Bureau of Forestry, has been selected as assistant in the Department of Forestry which has been established at the Washington State College. In speaking of forestry problems in the Northwest and the outlook for students who are taking up this new profession, Mr. Selcke said:

"The Northwest presents about the best field in the country for men with a turn along forestry lines. In this section we will probably witness the fullest development of the lumber industry within the next ten years. The center of this industry will be the states of Oregon, Washington and Idaho. As a result there will be many opportunities for students graduated from forestry schools."

"In Oregon and Washington about one-fourth of the merchantable timber of the United States is still standing; there are millions of acres of virgin timber that have never been touched. It is here that the mills will be larger, and since the trees are larger, everything will necessarily be done on a more extensive scale. The increase in the lumber industry in the Northwest, it seems to me, will call for quite a number of men who have fitted themselves for that kind of work. Furthermore, the rise in price of the finished product will make practical forestry not only feasible, but necessary. It will become profitable to follow the practice of handling the forest especially with regard to a future crop, that is, cutting to a diameter limit, not felling all the trees and leaving the land to revert to the state for prizes, as has been the policy of many lumber companies in the Lake States."

"These companies would buy lands for the timber at from \$1.50 to \$3 an acre, and after the timber had been removed they would allow the land to go back to the Government, rather than pay taxes. The price of lumber has gone up so rapidly that it will be 24 inches for the future crop. To attend to such a forest requires intelligence and training, and if the proper attention is paid to the work another good crop will result in a definite number of years."

"A number of lumber companies in the South are following such a plan, and are finding the practice profitable. Work of this kind will give rise to a demand for forest men that must be supplied by de-

GETS NEW INDUSTRY

Newberg Secures Establishment of Milk Condenser.

NEWBERG, Or., Sept. 15.—(Special.)—Newberg has secured another industry which will probably represent an investment of more than \$100,000 when it is put in operation. A short time ago the Lopp-Peters Company of Portland made an offer to establish a milk condensing plant here, provided the citizens buy bonds in the company to the amount of \$15,000. The offer was accepted, the bonds being readily disposed of to the business men of Newberg and the farmers in the community in amounts running from \$50 to \$500, and agents of the company have gone to Chicago to purchase the necessary machinery for the plant.

A member of the firm made a canvass of the country in easy reach of Newberg and easily found a sufficient number of people to justify such a plant. The site chosen is on the banks of the Willamette, which will give the company transportation facilities, both by river and rail, as it is also on the spur running from the main line of the Southern Pacific to brick factory and the sawmill.

A gasoline launch will be put on the river to ply up and down the stream to collect milk that will be brought to the wharves by the farmers.

This is the second industry Newberg has landed this season, the first being the Webber-Bussell Canning Company of Seattle. This building is located on the main line of the railroad in the north part of town, and when completed will be 100x340 feet. Construction of the building is being rushed by a large force of hands and it will soon be ready for the roof. Machinery of the latest pattern will be installed this winter and the plant put in readiness to start with the first berries to, in next season.

As a result of the establishment of these two industries here, the real estate market is active and much building is being done. B. C. Miles has just completed a plan for an addition to the town consisting of 16 blocks, one of which he proposes to donate to the town for a park.

The prune evaporators about Newberg are all running on full time and as the harvesting of the crop advances it is found that the yield is falling considerably short of the expectations of the growers. The weather, however, is all that could be desired, and the fruit is coming in excellent condition, which, with the top notch prices, combine to make growers feel optimistic.

PORTLAND MEN TO BUILD

Factory Will Cost About \$100,000. People of Thriving Oregon Town Invest in Bonds of Company.

PORTLAND, Or., Sept. 15.—(Special.)—The Corvallis & Alesia River Railroad is now graded a distance of nearly eight miles south of Corvallis. There are four small stretches in the distance where no grading has been done, because negotiations for securing the right of way over that number of farms have not been consummated. Pile driving is progressing rapidly at Corvallis, where a stretch of 1200 feet of piling is necessary as an approach to the Marys River bridge. This was completed this morning and the work of crossing the stream is now in progress. A temporary structure of piling is to be put in so construction operations may be hastened. It will give way to a permanent bridge, the timbers for which are already on the ground.

Ties for several miles and an equal supply of steel rails lie in the yards of the company, ready for tracklaying as soon as operations in that line are ready to begin. In spite of the scarcity of labor and its high price, the road is being pushed with a vigor and dispatch that is surprising. It is the plan to get the grading for the first 25 miles done before the heavy rains set in.

GROWN HEN QUEEN

Humble Barnyard Biddy Reigns Supreme in Petaluma.

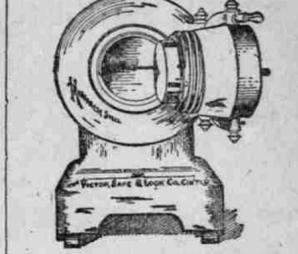
Petaluma, Sept. 15.—(Special.)—Professor Dryden, of the Agricultural College, returned to Corvallis yesterday from a visit of inspection to the great poultry district in Sonoma County, California. On his way back he attended the Irrigation Congress and Fair at Grants Pass. On speaking of his trip he said: "The Rogue River valley and Petaluma are two separate and distinct propositions and no better illustration could be found in the entire country of the beneficial results of specializing in agricultural work. During my three days in Petaluma I heard little talked of but chickens. It is

CORVALLIS MAN'S VISIT

Tells of Enormous Growth of Poultry Industry in California Community—Proof That Specialized Farming Pays.

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VICTOR MANGANESE STEEL BANK SAFE. NEVER BURGLARIZED



GLASS & PRUDHOMME CO., AGTS., PORTLAND, ORE.

FOR WOMEN ONLY
Dr. Sanderson's Compound Syrup, and Cotton Root Pills, the best and only reliable remedy for female troubles and irregularities. Cures the most obstinate cases in 3 to 10 days. Price \$2 per box, mailed in plain wrapper. Sold by druggists everywhere.
Dr. T. J. FIERCE, 181 First Street, Portland, Oregon.

TRAVELERS' GUIDE.

GREAT NORTHERN BULLETIN

LOW RATES FROM THE EAST.

During September and October the Great Northern Ry. will sell colonist tickets to all Eastern points at greatly reduced rates.

NEW YORK TO PORTLAND.....	\$50.00
BOSTON TO PORTLAND.....	\$40.45
CHICAGO TO PORTLAND.....	\$33.00
ST. PAUL TO PORTLAND.....	\$25.00
MINNEAPOLIS TO PORTLAND.....	\$25.00
DULUTH TO PORTLAND.....	\$25.00
ST. LOUIS TO PORTLAND.....	\$25.00

Proportionate reductions from other points. Now is the time to send for your friends. Orders for tickets will receive prompt attention. Additional information on application to H. Dickerson, Gen. Mgr., 123 Third St., Portland, Or. Phone, Main 630, Home A 2556.

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Freight Received Till 4 P. M. on Day of Sailing.

FARE—From Portland, 1st-class, \$10.00; 2nd-class, \$7.00, including berth and meals.

Inquire City Ticket Office, Third and Washington sts., or Oak-street Dock.

PORTLAND AND PUGET SOUND ROUTE

S. S. "Redondo"

Sailing from Couch-street dock, Portland, for Seattle, Tacoma, Everett and Bellingham, September 17, 1907.

FREIGHT
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Leaves Sunday at 3 A. M. Round trip \$1.

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Sail for Eureka, San Francisco and Los Angeles direct every Thursday at 8 P. M. Ticket office 132 Third St., near Alder. Both phones, M. 1314. H. Young, Agent.

SAN FRANCISCO & PORTLAND S. S. CO.

ONLY direct steamers to San Francisco. ONLY steamers affording daylight ride down the Columbia.

From Newburgh, Sept. 17, Oct. 1, 15, etc.
From Portland, Sept. 21, Oct. 5, 19, etc.
From Astoria, Sept. 21, Oct. 5, 19, etc.
From Seattle, Sept. 21, Oct. 5, 19, etc.
From Vancouver, Sept. 21, Oct. 5, 19, etc.
From Tacoma, Sept. 21, Oct. 5, 19, etc.
From Everett, Sept. 21, Oct. 5, 19, etc.
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CANADIAN PACIFIC

Third-class ocean rates on "Empresses" \$29.75 to Hamburg, Bremen, Antwerp, \$32.75 to London, \$35.75 to Glasgow, \$37.50 to Scandinavian common ports, \$39.50 to Hamburg, \$41.50 to London, \$43.50 to Glasgow.

On regular schedule \$1.50 lower. Two and four berth rooms reserved.

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Steamers of the "OPEN RIVER" line leave OAK-STREET DOCK every Monday, Wednesday and Friday at FIVE O'CLOCK A. M. for all points between Portland, the Dalles and Umatilla. Leave early and see all the river. Arrive early. Low rates. Prompt service.

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Columbia River Scenery

REGULATOR LINE STEAMERS.
Daily service between Portland and The Dalles, except Sunday, leaving Portland at 7 A. M., arriving about 2 P. M., carrying freight and passengers. Splendid accommodations for outfit and livestock.
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WILLAMETTE RIVER ROUTE

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Oregon City Transportation Company
Phone Main 40. A 231.

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