

# PHASES OF INDUSTRIAL GROWTH IN THE PACIFIC NORTH WEST

## MINING

### Rich Ore Thought to Exist Near Portland.

### EXPERTS CALL IT GOOD

### Development Promised of St. Helens Property That May Make This State the Leading Producer of the Pacific Coast.

ST. HELENS, Or., Oct. 20.—(Special.)—A discovery that may prove of great benefit to the iron industry of the world and make Portland one of the greatest manufacturing cities of this continent, has recently been made in Columbia County, about 30 miles from Portland, by the Prescott Brothers, experienced iron men, whose home until recently was in the neighborhood of the famous Mesaba range of Wisconsin. They are all college bred men, one being a graduate of the Houghton School of Mines, Michigan, and another from DePauw University, Indiana. They have all had years of experience in the iron business, and are fully qualified to pass upon any proposition involving the question of quantity and quality of iron ore.

They have been investigating Columbia County's iron resources for about eight months, and are fully satisfied that it exists in quantity and quality the famous Mesaba range, whose richness and productivity put the Iron Mountain region out of business.

The iron area extends between the Beaver and Clatskanie and the headwaters of Scappoose Creek and the Nehalem River, part of it being in Washington County, and the balance in Columbia County. There are many places where it shows in considerable quantities, ranging in depth from ten to 200 feet, and possibly much more.

Oswego ore ran 18 to 24 per cent, and required 22 per cent of fluxing material. It is claimed that the firm who ran the Oswego Iron Works for the last year or two, upon a lease and paying a royalty upon the iron, made a profit of 75,000, and it is understood the only reason that property is not now running is because it is under the control of the steel trust. The iron ore of Columbia County runs, according to the assays made by Wells, Frothingham, of Portland, as high as 77 per cent in oxide, which means about 54 per cent metallic iron. This is higher than any iron ore known, even that of the best mines in the Menominee range, Michigan.

The Mesomine range is what is known as a deep mine and ore proposition, while the iron discovery in Columbia County is soft ore and can be worked with steam hoists, blasting powder being used to shatter it.

The ore carries no sulphur, no arsenic, no titanium acid, and less than two-tenths of 1 per cent of phosphorus, according to an assay made by Moore, of the Ironworks. It contains small per cent of lime and will require only 7 per cent of flux, as against 20 per cent at Oswego, an advantage which, if taken into consideration, shows any iron heretofore discovered on the Pacific Coast. It is possible that the iron which exists in large quantities in this county, may furnish the fluxing material.

### MONEY IN CRANBERRY MARSH

### Coos Bay Farmers Add New Crop That Brings Profit.

MARSHFIELD, Or., Oct. 20.—(Special.)—The growing of cranberries is proving to be one of the most profitable farm crops for Coos County. Several ranch-owners for a number of years past have raised the crop with profit, but it was not generally taken up until the past year. Now quite a number have planted cranberry marshes.

Land which is known as peat or vegetable bog is required for the raising of the crop, and nearby there must be an unlimited supply of fresh water which can be placed under control. There are, however, many such tracts of land in the county, and cranberry growing promises to be one of the most important of the farming industries of the community.

W. D. McFarlan, who is the pioneer cranberry man of the Pacific Coast, has followed the business in Coos County for many years. He has a six-acre marsh which has never failed to yield a large crop. He has never made less than \$200 an acre clear profit, and some seasons the net amount has been greater. Excepting at harvest time, when help is needed in picking, one man can attend to a marsh of 15 or 20 acres and have time for other farm work, as the crop is flooded during the winter and needs no attention. The yield on the Coos County cranberry marshes this year is particularly good.

### GOOD SHOWING AT NEWPORT Popular Summer Resort Carries Out Many Improvements.

NEWPORT, Or., Oct. 20.—(Special.)—Newport is making a very creditable showing. One year ago the City Council and Newport Board of Public Works commenced to work for a railroad, saw-mills and other industries for the town. It was soon found that the C. & E. R. R. held all of the available waterfront, and did not care to assist any sawmills, having timber interests of its own, or favor any movement that would attract notice to the country until it should have acquired title to more timber land. The extension of the line from Yaquina City to Newport was promised and a franchise was granted on condition that the road

was to be built to Newport by September 1 of this year. A survey was made, but nothing more was done. At the first meeting of the Newport City Council after September 1 steps were taken to annul the franchise, and as a result of this action an effort will be made to get some other road to build to Newport.

The Newport summer resort business which is worth from \$50,000 to \$75,000 a year to a railroad. It is hoped that with these advantages and such franchises as perhaps small houses in land owned by the Newport City Council after September 1, the city will be able to induce some railroad to build a line to this place. A route for such a line could be located through the mountains between Yaquina which would furnish freight both ways.

Newport is growing steadily. More than 20 houses have been built since the first of the year. An extensive cement boulevard has been built on the vacant property owned by the city. An addition to the city school building giving four large school rooms, a recreation room and a gymnasium has been completed. Streets have been graded and sidewalks built and the sanitary condition of the city greatly improved in the past year. The estimated value of the city is \$250,000 to \$300,000 each year and the business increases at the rate of 20 per cent each year.

## MUST BE UP AND DOING

### VALLEY ORCHARDISTS SHOULD BOOST COMING FAIR.

### M. O. Lovinsdale Urges Apple-growers to Make Good Showing of Their Products.

LA FAYETTE, Or., Oct. 20.—(An Open Letter to the Apple-growers of the Willamette Valley.)—It is up to you, gentlemen, to enhance or mar the reputation of your valley as an apple producing section. During the past year a vigorous campaign has been waged against certain intolerant individuals who would have liked to elbow us off the earth. But we have not been elbowed; and perhaps we shall not be ignored. The apple war has resulted in the closing of several ignorant stands and forced recognition of the possibilities of your valley. This fight has been waged almost single handed. Not a little help was given by a few energetic growers at the hastily arranged display made at Portland last November. But beyond that nothing has been done. It is up to you now, gentlemen, to help in the fight; to try to maintain the prestige regained by last year's display and its sequences, by making a telling display at the Willamette Valley Apple Fair, to be held in Portland November 14, 15 and 16.

Many of our nearby critics are from Missouri. But when in the eye with such a display as will prove beyond all cavil that there are thousands of acres of apple lands in our valley, and that it is as fertile as certain little rockeries in the hills, the hatching plot for the angels of God who are supposed to farm its apple fields.

The time has passed when we could sit at our ease and chuckle at the other. "Our apples are the best in the world." We must show what we are doing; must show our intolerant neighbors that we are not only in the valley, but that we will fight for our own; must show them that our fruit is just as good as in the days when our "Valley" was a "Fruit Valley" and our apples when Captain Crawford, of Yamhill County, sold the product of one tree for \$100; when Mr. Llewelling, of our valley, sold a box containing 75 apples for \$75, and we show our critics the same fruit grown today.

The display at the fair this year will consist of plate exhibits, as well as common exhibits. There is proposed to open up as soon as possible, and there seems to be no doubt of the ability to secure means. A logging railroad makes a cut 20 feet deep through this forest, and it can be put on the water's edge at a very trifling cost. It is the intention of the promoters to build a 100-ton plant in the vicinity of St. Helens, and it is claimed such a plant will pay 20 per cent upon a capitalization of \$2,500,000.

### IN NEED OF MORE RAILROADS

### Chehalis Valley's Development Is Retarded by Lack of Facilities.

ELMA, Wash., Oct. 20.—(Special.)—Conditions in the Chehalis Valley were never more prosperous than they are today, due to the fact that the water shortage has limited the output of the lumbering camps and mills. Wages in the lumbering industry were never higher in years and yet the output of the mills has been threatened shutdown of the mills has been staved off from time to time, and considerable lumber is being piled up in the yards.

The great needs of Grays Harbor County is two more railroads and the numerous surveys that have been made is almost a guarantee that they will be built. The Grays Harbor branch is said to be the best piece of producing land owned by the Northern Pacific Railway Company; that company has for many years abandoned and controlled all the traffic at this great section of the state; its service has not been as good as it might be, and for that reason when the St. Paul and Union Pacific lines to Grays Harbor and around the Peninsula, which they will within the next few years, they will be favored with much business originating here.

### Much Fall Grain in Linn.

ALBANY, Or., Oct. 20.—(Special.)—With ideal seeding conditions for the past few weeks, Linn County farmers have been planting hundreds of acres in fall grain. From present indications, the acreage of fall grain this year will far exceed that planted last fall. This is due to the fact that last year continued rains made the seeding season unfavorable, while this year a good rain came early to moisten the ground and since then it has been good weather for work. Rain is beginning to be needed now, however.

KISKE FOR SOUVENIR PHOTOS. Northwest Scenery—Imperial Hotel.

## PRIZE APPLES AND POTATOES



PRODUCTS OF LINCOLN COUNTY FARMS THAT SHOW THEIR FERTILITY. Two potatoes and three apples that completely filled a box 18 inches long by 6 1/2 inches wide were received by The Oregonian yesterday from an unknown donor in Lincoln County. The gift shows that this county is capable of producing fruits and vegetables fully equal to those grown in more widely advertised sections of the state. The apples are of exceptional flavor, and well formed, the largest being over 12 inches in circumference. The potatoes are of unusual size and are entirely free from blemishes.

## GENSURES THE RAILROADS

### TOLEDO FRUITRAISER MAKES COMPLAINT.

### Colonel Frank J. Parker Says Railroads Have Retarded Development of Lincoln County.

BY FRANK J. PARKER. I have read Mr. J. F. Stewart's communication from Toledo, and The Oregonian's answer.

Mr. Stewart, one of the few wide-awake citizens of Lincoln County, and if the county had more men like him it would not be handicapped as it is. He has a profit-making creamery at Toledo, and has offered for the pick of my orchard on Big Elk river no less than 35 cents per box. If he pays 15 cents for the box as we have to (when we can get them), it will cost him 50 cents per box with the cost for picking, packing and transportation added. He should get \$1.50 per box, for he only takes the best, which leaves a good margin of profit.

Mr. Stewart knows the conditions down there as well, or better, than any one, but of course he has to stand up for the people, and as he is well as myself in an anti-newspaper man, I do not blame him. For while it is a cult for newspapers to abuse and give people what is coming to them, we will not allow any other man to do so. That we are an easy-going community, and do no more work than we are obliged to is true and well known. Now we know the complaint let us provide the remedy. Last year we sent the Oregon Pacific Railroad, now the Corvallis & Eastern, now a steamer that made regular trips to San Francisco at the rate of paying freight was \$2.50 per ton. They also had steamers running from Corvallis to Portland, with also living rates. What are the rates now?

A few months ago a steamer from San Francisco called in at Newport or Yaquina and, as I am informed, was charged \$100 per ton for the cargo. Since the Oregon Pacific got into difficulties and the road went into the hands of a receiver, about four years ago, and was sold for \$200,000, including the land, wharves, steamers and everything else belonging to the old company, the situation is about as it was in Oregon in early days. When the road was first broken by betting on "Millard's thousand-dollar mare."

They ain't bought nothing; ain't sold nothing. And in the whole country there ain't a darned cent left.

It is hardly to be expected that when men can make nothing they are going to work for the pleasure of paying freight to a railroad that does nothing for them. I have taken old settlers of Lincoln County to the Southern Pacific officials and they have said, "The road is under the adverse conditions they say they can do nothing, as the C. & E. road is under other management. If that is the case, the sooner they take the road and operate it themselves under entirely new management the better for them and the country. As it is, it seems to be the object to keep up rates and give nothing in return."

It is 150 miles from Portland to Elk City and the rate quoted me on apples is 45 cents per 100 pounds. Can you tell me if this is a fair pro rata rate, say, from Hood River, Ashland, Rogue river, etc.?

A friend of mine when I was a boy on the point of entering this line, and free, said "Frank, if you have a friend, he will do something for you; if you make it worth his while, he will do a great deal more." Now the people of Lincoln County are not particularly down on the railroad, in fact they are friendly; therefore my advice is to make it worth their while and something will be done. I read in a Lincoln County paper very recently some advice to farmers to raise more hay, as it is now quoted at \$15 per ton. This, too, in a country where we boast it is green all the year round. Also there have been items in the papers that residents cannot obtain dressed lumber from the mills for building, and advising them to supply the home demand before shipping it away. There is great truth in this, for last winter my house burned down, so I ordered a bill of lumber, gave the mill manager my plan and he wrote me a letter offering to supply it at the head of tide above Elk City for \$15 in ten or twelve days.

I sent the bill for lumber and engaged a carpenter here in Portland to come down and build the house. The man on my ranch also agreed to haul it to the place, as he and his family were to live in it. I also engaged the fittings, roofing material, etc. That was last June.

## WILL OPEN UP NEW MINE

### QUICKSILVER CLAIMS READY TO DEVELOP.

### Years of Experiment on Processes for Treatment of Ore Are Finally Successful.

COTTAGE GROVE, Or., Oct. 20.—(Special.)—There is not an industry in the State of Oregon where so much is being done and so little said about it as the Black Butte quicksilver mines, 18 miles south of Cottage Grove, in the Coast Fork range. W. B. Dennis, the manager, acquired this property eight years ago and since that time has been busy with the development of this property. The company has now over three miles of tunnels and underground works. A village has been built that would be a credit to an addition to Portland. The cottages are all nicely designed, the yards are set with beautiful lawns and flowers and the driveways are well built and covered with crushed ore. Even the barns and fences are neatly painted and everything kept in a state of neatness.

### Money in Colfax Apples.

COLFAX, Wash., Oct. 20.—(Special.)—C. F. Hornby, a rancher, living two miles west of Colfax, picked 117 boxes of King apples this week from 14 trees, netting \$3.50 per tree. Mr. Hornby sold the apples to an Eastern firm for \$1 per box, the dealer for \$1.25 per box. C. F. Hornby's second car will leave Colfax next week containing 70 boxes. The Burrell Investment Company of Portland has a large packing plant at Diamond and expects to ship 30 cars this year.

### School Attendance Grows.

VALE, Or., Oct. 20.—(Special.)—The school report for Vale showing an increase this year over last. Professor Mayberry, who has charge, reports there is about 20 pupils more this year than last. There has been one teacher added and two rooms have been completed that were never finished in the stone school house before this year.



MODERN OFFICE BUILDING FOR BIG COOS BAY MILL.

MARSHFIELD, Or., Oct. 20.—(Special.)—The office building for the milling plant of the C. A. Smith Lumber & Manufacturing Company, which firm is installing a large plant at Marshfield, will be as finely equipped as any on the Pacific Coast. The office building, which is only one of the many structures which will go to make up the plant, is about completed. The firm believes in making the employees as comfortable as possible, and with this idea in view the office building will in itself be the business center of the big plant, rooming and boarding-houses, places of amusement, hotel for entertainment of guests and a home which will afford every comfort and pleasure for the office force, both when working and when at leisure.

Besides the general offices and those for the heads of departments, there will be sleeping rooms and parlors for those of the office force who care to live in the building. First-class meals will be served at reasonable charges. There will also be smoking and rest rooms, bowling alley, paths, billiard and pool rooms and other arrangements affording recreation and amusement. Every modern convenience will be provided in the building and the furnishings and fittings will be first-class.

Several sleeping rooms and parlors will be reserved for the use of business visitors, whom the firm wants to entertain while in the city, and these will be handsomely furnished and guests will enjoy the same luxury as though they were in a first-class city hotel.

## CITIES MAY MERGE

### Coos Bay Centers Already Have Common Interests.

### UNITE IN DREDGING BAY

### Marshfield, North Bend and Empire Plan to Consolidate at Later Date, Making One Municipality on Peninsula.

MARSHFIELD, Or., Oct. 20.—(Special.)—The plan of consolidating the cities on Coos Bay has been contemplated for a year or more, but without definite action toward making one municipality has been taken, the bay cities are joining their interests in several ways, which it is believed will eventually lead up to the forming of one large city by joining the small ones together. An ordinance now pending before the City Council, if passed, will bring the city limits of Marshfield to the recently extended limits of North Bend, so that the two cities will literally connect. While Empire is some distance from North Bend and leaves the entrance of the harbor, it will also be included in the consolidation which is believed to be the ultimate destiny of the bay cities.

At the present time Marshfield, North Bend and Empire are preparing to join their interests in a plan to dredge the bay. A company is being formed for the purpose of buying and owning a suction dredge, and this will be used in widening the channel of the bay to 200 feet and making it deeper so that the largest vessels can at all times come into the port. It is believed that the cities together can jointly do more in this line than if separate projects are carried out.

The C. A. Smith Lumber & Manufacturing Co., at Marshfield, is doing some dredging work individually in preparation for a large lumber vessel named the "Nas Smith," which has just been completed at Newport News. It will be a steel steam schooner and will carry 2,225,000 feet of lumber. The schooner has just been launched from the yard of the Pacific Coast and will be operated exclusively out of Coos Bay. The schooner has just been launched from the yard of the Pacific Coast and will be operated exclusively out of Coos Bay.

Marshfield and North Bend are to be connected in a very material way by a broad waterway. The waterway will be the waterfront between the two cities. Marshfield has built the new roadway to the city limits and Major L. J. Simpson, of North Bend, who has been foremost in the development of that city, has announced that he will build the rest of the road to North Bend. This will be done by the use of a road which has been built by the city of Marshfield, and a line of automobiles for the use of the general public will be operated over it.

It is also expected that the electric line which is to be built by Hewitt and Bell, of Portland, will be extended to Marshfield. This line is now in the hands of the City Council of Marshfield, and when it is passed the work will begin, all other rights of way having been secured. Plans have also been completed for the connection of Marshfield with East Marshfield, on the opposite side of the bay. This report is made by Senator Rands, the president of the new railway company, who has been in the city for several days. He reports that everything is now in readiness. The engineers will be at work tomorrow on the line, and the material for the line is being filled and no delay is expected from that cause.

### IDAHO GRAIN IS HARVESTED

### Clearwater Country Cleans Up Largest Crop in Its History.

LEWISTON, Idaho, Oct. 20.—(Special.)—With the completion of the harvest in the 10 section of Nez Perce Prairie this week the most backward section of the Clearwater country is enabled to clean up on its grain crop and the big yield of 1907 is being stored away from the weather and saved to the farmers.

The estimated grain yield for the Clearwater section is fixed at \$699,000 bushels, an increase of 25 per cent over former years, and the price is another 25 per cent increase, leaving the farmers of this section in highly prosperous condition as the result of their labors for the year.

The bulk of this crop is in wheat and in barley, the former being choice milling and the latter a prime variety of brewing barley. The price for both are beyond the current market of the interior section. This grain is all being marketed at warehouses on the Clearwater River, the price for both are beyond the current market of the interior section. This grain is all being marketed at warehouses on the Clearwater River, the price for both are beyond the current market of the interior section.

### MORE WATER FOR ABERDEEN

### City Will Vote on Bond Issue for New System.

ABERDEEN, Wash., Oct. 20.—(Special.)—In a district like Grays Harbor, where the total rainfall is as great as any portion of the country, it would seem that the question of an adequate water supply would be an easy one to solve. In the past it has been easy. Until this year few, if any, persons stored long enough to consider that perhaps Aberdeen might some day be placed in the irrigated section. The oldest inhabitant would have laughed the suggestion to scorn. Nevertheless the past summer in Aberdeen has been a very dry one. Mills have had to close for days at a time and the conditions still, though winter is near, have not improved.

The Mayor and Council ask the taxpayers to vote bonds to the amount of \$200,000 for the purpose of getting an adequate water supply. There is no doubt that the bonds will be voted.

In the meantime the source of the water will be considered. Engineers have examined the route and made surveys of the ground between here and the Wynochee River, a distance of 20 miles, and it has been found that \$100,000 will provide the city with the necessary water. The amount of the bond issue is large but it will provide an extra \$50,000 in case the money is needed and \$25,000 to retire present water bonds.

For Rent.—Wholesale storage warehouse. Inquire Graves' Music Store.

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