

PHASES OF INDUSTRIAL GROWTH IN THE PACIFIC NORTHWEST

PRUNE ORCHARDS

Oregon Soil Well Adapted to Nut Culture—Extensive Acreage Being Set.

CROP IS VERY PROFITABLE

Twelve Acres on Oak Hill Ranch in Yamhill County, It Is Estimated, Will Yield Between \$2500 and \$3000 This Year.

Walnut culture in Oregon some time ago passed the experimental stage. Farmers of the Willamette Valley, and especially in Yamhill County, are gradually supplanting their prune orchards with walnut groves.

In a certain sense English walnut culture in Oregon is a new industry, and that applies to the limited extent of territory proved to be best for growing the nuts. Just now that territory embraces portions of Yamhill County, and the experience of past years will be repeated.

Refuses Offer of \$800 an Acre.

Trees for this orchard have been bought from Thomas Prince, of Dundee, Yamhill County, who has a grove of 100 acres. Mr. Prince has had years of experience in the Valley, which he says has taught him the superiority of walnuts over other horticultural products.

On the Oak Hill ranch, two miles from North Yamhill, there is a walnut orchard of 12 acres which will produce this year between \$2500 and \$3000 worth of nuts.

An authority on the subject has this to say about English walnut raising in Oregon.

Vast opportunities are in store for those who plant walnut orchards. Through the efforts of investigators, who plan to do this year's work, the great (coming) commercial success of today is only the result of those far-reaching minds, who by their well-directed efforts, experiment and energy have established the fact that this country is a natural home for English walnuts.

The quality of the soil in the walnut belt of Yamhill County meets all the requirements outlined in the publications of experts on the subject, and trees of the proper age for setting out are to be obtained in the neighborhood, thus avoiding the risk of transplanting trees from a locality in which they were started to one of differing soil and climatic conditions.

Trees come into bearing at from five to six years, and after the sixth year are remunerative, and increase in productivity as they increase in age.

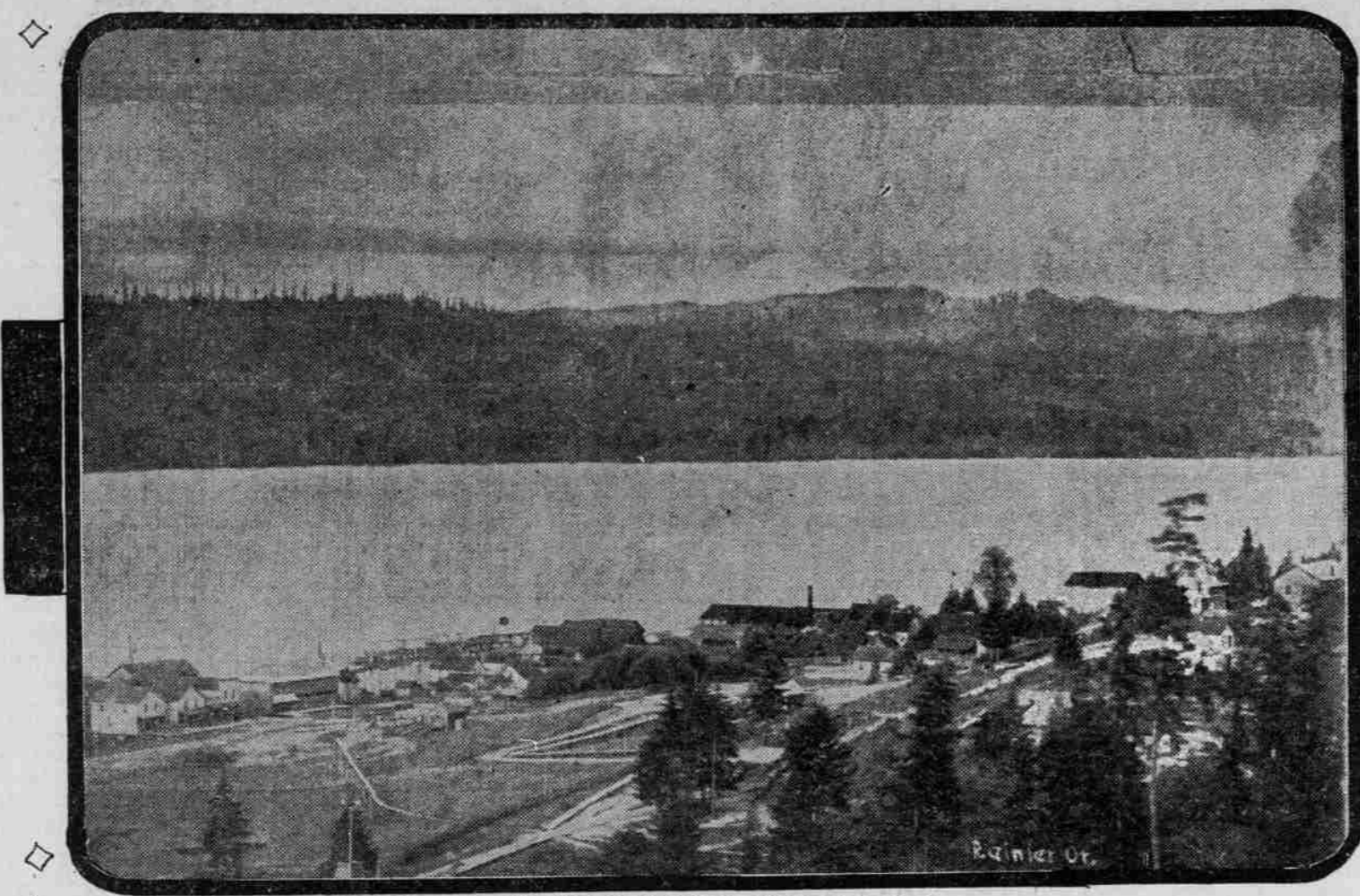
As to the probability of there being overproduction, reference to official statistics shows that in 1905 there were 20,490,147 pounds of English walnuts imported into the United States. The year before the value of imported nuts approximated \$10,000,000. The entire product of the Coast, California furnishing the greatest yield, was estimated at \$300,000,000.

The increase in consumption will undoubtedly continue at a very lively rate if the supply of walnuts is available to meet the demand. The opportunity is before Oregon to develop a walnut growing industry which may easily bring into the state \$5,000,000 annually long before production in the United States reaches a great enough to supply the home demand.

Three-Year-Olds Best to Plant. Experience in the cultivation of walnuts in Oregon has indicated that while 2-year-old trees for setting out cost only about half as much as 3-year-olds, the latter are in the end found to bring quick returns, as they grow more rapidly and produce, of course, earlier. They should be set out 45 feet apart, making about 30 trees to the acre. They are the hardiest trees grown in Oregon; they bloom later than apples, thus escaping late frosts.

From data furnished by growers in the Yamhill country, the revenue coming from walnut orchards is one of the surest known, there being no record of a crop failure. With ordinary care of the orchard the average revenue is about \$200 an acre from trees 12 years old and over.

The Star Brewery's famous Hop Gold beer is unexcelled in all respects and is highly recommended for its strength and health-giving qualities. Orders for bottled beer received prompt attention. Phone 1244. Home phone 3144.



RAINIER AS IT APPEARED IN 1898.



RAINIER IN 1908, SHOWING CHANGES IN TEN YEARS.

RAINIER, WITH POPULATION OF 2000, HAS MONTHLY PAYROLL OF \$75,000

Water and Rail Transportation Combine to Make City on Lower Columbia Important Commercial Center

RAINIER, Or., May 31.—(Special.)—In the latter part of the year 1885 the little village of Rainier, thereby authorizing her to "strike out" for herself. The following board of trustees was elected: Merritt Pomeroy, Enos E. Eaton, Joseph Silva, John Dibblee and Dean Blanchard. George F. M. Collard was elected Recorder; Thomas Woodruff, Treasurer, and A. W. Woolley, Marshal. Dean Blanchard was elected president of the Board at the first meeting. Of those elected to office at the first election all but one, Merritt Pomeroy, are living. This speaks well for the healthfulness of the country.

Water and Rail Facilities. The sound of mill whistles was never heard in those days. Now there are, in and near Rainier, about 22 or 23 saw-

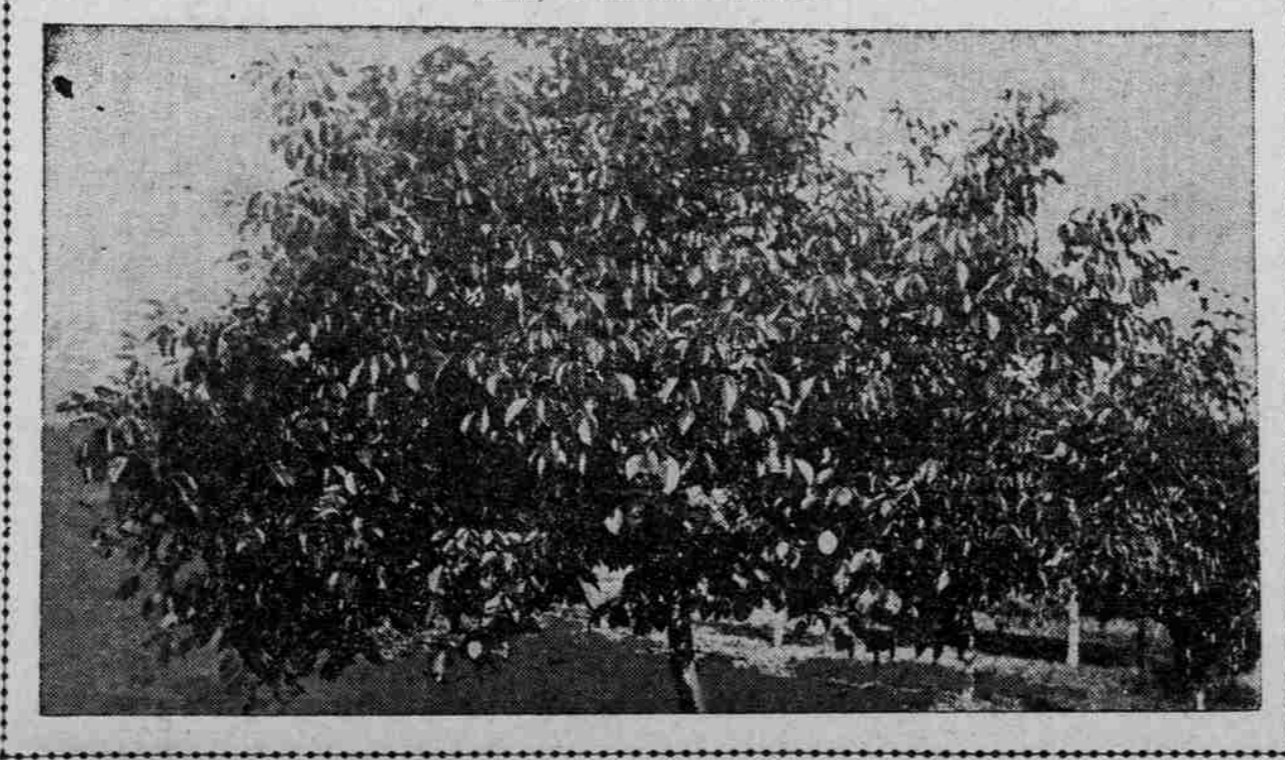
mills. She also has a mineral soap factory, sash and door factory, foundry and creamery. A new water works system is just being completed, which will have a pressure of 90 pounds in the mains on the main street. The reservoir for this system holds 1,500,000 gallons. Rainier is proud of her harbor facilities, and justly so. She has six miles of navigable water front, with a natural channel which is deep enough for almost any craft coming into the Columbia River. The depth averages from 25 to 30 feet. The Astoria & Columbia River Railroad parallels the river, passing through the principal street of the city. This gives shippers the advantage of either rail or water transportation. The harbor is so situated that it is protected from storm and also from the swift current, as a natural projection of land above the town throws the current to the Washington side of the city, and it is protected from the sweeping winds from down the river by the same means.

Large Lumbering Center. Rainier is one of the largest lumber-manufacturing towns on the Coast, actual statistics giving the amount of lumber handled at this place as one-third of that handled in the State

of Oregon. The sawmills and factories have a combined payroll of about \$75,000 per month, which is very large for a city of but 2000 inhabitants. Of course, the mills are not all in Rainier, but the business of those people is transacted here. Stock-raising is being taken up very extensively of late years, it having been found that cattle need but very little feed here, even in the winter months. Dairying is also becoming one of the chief industries among the farming classes, and it is a very remunerative one. Fruit-raising has not been very extensively followed until of late years, but since the timber has been taken from the land, the idea is becoming more popular, and quite an acreage has been put out recently, which is yielding handsome returns. And the quality is of the finest. The temperature is very even, seldom going below 40 degrees in winter and ranging from 60 to 80 in summer. The breezes from the ocean have a wholesome effect on the climate at this point.

Town Did Not Feel Panic. Besides being the metropolis of Columbia County, Rainier has one of the best public schools in the state, there being eight rooms in the building.

EIGHT-YEAR-OLD ENGLISH WALNUT TREE IN ORCHARD OF THOMAS PRINCE, DUNDEE, YAMHILL COUNTY



which is heated by the latest improved heater. The schools are very capably presided over by Professor O. H. Byland and a staff of under-teachers. The combined monthly salary for the teachers is about \$350. The school also has a fine library.

The recent financial flurry did not have the appalling effect on Rainier as it did on some of her sister towns. While other places were compelled to close down almost every industry, the majority of the mills here continued steadily in operation, and those that did then close down are making preparations to resume in the near future.

There has been but very little cut in wages in any branch of labor, and at present the outlook is good for the laboring man.

The Commercial Club at Rainier is working for the cause of good roads, and is doing everything in its power toward that end.

Just 10 years ago last Saturday the first passenger train was run over the Astoria & Columbia River Railroad, and the event was one long to be remembered by the people of Rainier. Then came the war, and the little town began to grow in dead earnest, and while that growth has not been anything phenomenal, it has been steady and substantial.

The total cost of constructing the electric line will be about \$200,000. A large force of men has been started on the work, and it is announced that the construction will be pushed with all possible speed.

An electric line connecting the cities of the bay has been generally regarded as one of the important improvements needed, and the fact that actual construction work has been started affording a new line of employment will help the business welfare of Coos Bay this summer.

TO EXTEND PAVED AREA

EUGENE COUNCIL ACTS FAVORABLY ON PETITIONS. University Town Makes Extensive Improvements in Business and Residence Districts.

EUGENE, Or., May 31.—(Special.)—The City Council has acted favorably upon petitions asking for the paving of half a dozen business streets. If the recommendations are carried out, three-quarters of a mile more will be added before the summer is over, making a total of about four miles of paving done in Eugene since the work was begun last summer.

The streets that have been paved and are under course of construction at this date include Willamette from the Southern Pacific station at Fourth street to its intersection with Thirteenth street, East Seventh street to Oak, East Eighth street to High, East Ninth street to High, East Eleventh street to the University of Oregon campus, West Seventh street to Olive, West Eighth street to University, West Ninth street to Olive, Olive street to Tenth and West Eighth street from Charleston to Monroe. The Council last evening recommended that the following streets be included in the paved section, East Fifth street from Willamette to Oak, East Sixth street from Willamette to Oak, West Ninth street from Olive to Lincoln, West Tenth street from Willamette to Olive, West Eleventh street from Willamette to Olive and East Tenth street from Willamette to Oak. This plan if carried out will completely cover the business district of the city.

But the work of street building is going on just as actively in the residence section as in the business section, though the cost of the work is not as great as where the pavement is being placed. By the end of summer every street in East Eugene, known as Fairmont, will be graded and gravelled, and an equal amount of work is being done in the west section of Eugene. The new big roller that has just arrived will be pressed into service for the grading of the residence section, and Eugene will try to have streets equal to any city.

SHIP ROUGH LUMBER SOUTH Coos Bay Company Locates Planing-Mill in California.

MARSHFIELD, Or., May 31.—(Special.)—The C. A. Smith Lumber & Manufacturing Company is making still further improvements in its plant. While there is not a big sale for lumber, the Smith company is still running at full capacity. The lumber is being piled to stock the local yards, and much is being shipped to Bay Point, Cal., where the firm will have a planing-mill and box factory, the foundations of which have already been started. A considerable town will be built at Bay Point, and the lumber from the Coos Bay mill will be shipped there in the rough and put through the planing-mill, which will be running some time in August.

MARSHFIELD, Or., May 31.—(Special.)—Actual work has been started on an electric line for Coos Bay. It will be known as the Coos Bay Electric Line Terminal Company, and the builders and owners are Henry Hewitt, the St. Paul lumberman, Seymour H. Bell, who is his partner in various interests on Coos Bay, and L. J. Simpson, manager of the Simpson Lumber Company, and Mayor of North Bend. Seymour Bell will be the general manager of the road, and will have supervision of the construction work. Hewitt and Bell own the electric lighting plant on Coos Bay, and recently installed a new gas plant. A large electric plant at Porter, between North Bend and Marshfield, is being completed, and this will be used to furnish power for the electric line, as well as supplying lights for the bay cities.

Mr. Bell, who has been prominent in the financial affairs on Coos Bay, has been working for two years on the electric line proposition, and has now secured all the necessary franchisees. He announces that the road will be in operation between Marshfield and North Bend by the first of the year. The first work which has been started is on the line from old North Bend to Pony Inlet. From the latter point the road will go down the bay to Empire City, and then on to a beautiful bay on the ocean at the mouth of Big Creek, which has been named Far Rockaway. At this place T. J. Simpson is building a handsome summer home, and is making other improvements, with a view of converting the place into a summer resort.

From Old North Bend the road will extend on Sherman avenue through the new part of the city, to a point near Marshfield, where it will turn toward the bay and enter Marshfield on the waterfront, the tracks to be built on the board street constructed about a year ago on the waterfront. It is also the intention to extend the line beyond Marshfield about two miles to Millington, a settlement on Isthmus Inlet. The road will be equipped with the newest type of electric cars, and a service will be maintained which will permit of passengers reaching the different cities and the ocean beach in a short time.

REMEMBER THE DATES For any further information call at the City Ticket Office, 3d and Washington Sts., or write to W. M. McMURRAY General Passenger Agent, PORTLAND, OREGON.

ROAD WORK BEGUN

Construction of Coos Bay Electric Line Under Way.

CONNECTS CITIES ON BAY

St. Paul and Marshfield Lumbermen Place \$300,000 in Enterprise.

Completed to North Bend by First of the Year.

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BUILD MILL AT MONMOUTH

Hard and Soft Wood Will Be Manufactured Into Lumber.

MONMOUTH, Or., May 31.—(Special.)—E. W. Strong and W. A. Martin are erecting a sawmill at the junction of the Big and Little Luckiamute Rivers, south of Monmouth, which will be in operation just as soon as the plant can be completed.

The hardwood mill at Teats Sliding, on the Falls City Railroad, is being moved and will be used as far as the machinery is suitable, which will be added to and made of large capacity for both hard and soft merchantable wood products, of which there is ample supply on these streams.

Additional Machinery for Mill. WESTON, Or., May 31.—(Special.)—Much machinery was installed this Spring at the Big Monmouth sawmill, 12 miles east of Weston, which has been running smoothly for the past ten days, under the direction of C. W. Avery, manager. Twenty-five men are at present employed, and the sawmill is turning out 20,000 feet of lumber daily. The capacity of the boxmill is now 6000 apple boxes per day, and other smaller boxes in proportion.

FOR PIMPLES, TOO

New Discovery Cures Eczema and Eruptives Minor Skin Troubles Over Night.

A few months ago the dispensers of poslam, the new discovery for the cure of eczema, decided to allow the druggists of the country to handle it. Previous to that time it could only be obtained direct from the laboratories. Since this change in the method of distribution, poslam has met with the most phenomenal success of anything introduced to the drug trade in the last few years. All the leading druggists, including the Skidmore Drug Co. in Portland are now carrying the special 50-cent size recently adopted, also the \$2 jar.

This great success is not surprising when it is remembered that, in eczema cases, poslam stops the itching with first application, proceeds to heal immediately, and cures chronic cases in a few weeks. In minor skin troubles, such as pimples, blackheads, acne, herpes, blotches, rash, etc., results show after an overnight application. Experimental samples of poslam are sent to anyone by mail free of charge, by the Emergency Laboratories, 32 West Twenty-fifth Street, New York City.

CANADIAN PACIFIC

Empress Line of the Atlantic. LESS THAN FOUR DAYS AT SEA

The Empresses sail from Quebec to Liverpool in six days; two days on the majestic St. Lawrence. Speed, comfort, elegance and safety are combined in these splendid expeditions. For particulars, or write J. H. JOHNSON, Pass. Agt., 142 Third St., Portland, Or.



LOW RATES EAST

WILL BE MADE THIS SEASON BY THE O. R. & N. AND SOUTHERN PACIFIC (LINES IN OREGON) From PORTLAND

Table with columns: To, Direct, One Way Via California. Rows: Chicago \$72.50 \$87.50, St. Louis 67.50 81.50, St. Paul 63.15 81.75, Omaha 60.00 75.00, Kansas City 60.00 75.00.

TICKETS WILL BE ON SALE June 5, 6, 19, 20 July 6, 7, 22, 23 August 6, 7, 21, 22

Good for return in 60 days with stopover privileges at pleasure within limits.

REMEMBER THE DATES For any further information call at the City Ticket Office, 3d and Washington Sts., or write to W. M. McMURRAY General Passenger Agent, PORTLAND, OREGON.



FOR VANCOUVER. Ticket office and waiting room, First and Alder Streets.

REGULATOR LINE FAST STEAMER BAILEY GATZERT Makes round trips week days, except Friday, to The Dalles, fare \$2.50. Leaving Portland on Tuesday, June 2, 1908, leaving The Dalles 3 P. M., arriving Portland 9 P. M. SUNDAY'S ROUND TRIP TO CASCADIA LOCKS, leaving Portland 9 A. M., arriving back 5 P. M. Fare \$1.00.

DALLEY CITY AND CAPITAL CITY Operate daily, except Sunday, between Portland and The Dalles, calling at all way landings for freight and passengers. First-class accommodations for wagon and stock.

STR. CHAS. R. SPENCER FOR ASTORIA Monday, Wednesday and Friday, 7 A. M. Returns 9 P. M. THE DALLES Tuesday, Thursday and Saturday, 7 A. M. Returns 10 P. M. Landing, Washington-Street Dock. FARE \$1.00. MAIN 5619.

North Pacific S. S. Co's Steamship MOANOKE and Geo. W. Elder. 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.

COOS BAY LINE The steamer BREAKWATER leaves Portland every Wednesday at 8 P. M. from Oak-street dock, for North Bend, Marshfield and Coos Bay points. Freight received till 4 P. M. on day of sailing. Passenger fare third-class, \$10; second-class, \$7, including berth and meals. Inquire city ticket office, Third and Washington streets, or Oak-street dock.