# PHASES OF INDUSTRIAL GROWTH IN THE PACIFIC NORTHWEST

## NEW ROAD OPENS VAST, RICH EMPIRE

### Wallowa to Celebrate Next Sunday Opening of Its First Railway.

### LINE WILL BE PUSHED ON

**Big Force at Work to Rush Extension of Elgin Branch to Lostine, Enterprise and Joseph.**

BY E. W. WRIGHT.

ENTERPRISE, Or., Sept. 11.—(Staff Correspondence.)—A party of Portlanders sat down to dinner away up here in the heart of the rich Wallowa country this evening exactly 24 hours after they had stepped aboard the train at the Union Station in Portland.

It was a record-breaking trip, but the record will not stand very long, for the last 30 miles of the journey between Wallowa and Enterprise were covered in the old and only way of transportation that this region is familiar with—the old stage coach; and a month hence the railroad which now terminates at Wallowa will be running into Enterprise, and the Portlanders can reach almost any part of the rich region in less than eighteen hours after leaving the metropolis.

**Wallowa to Celebrate.**

The new line will be open for business as far as Wallowa Sunday, September 20, and the prosperous little city will celebrate the occasion in a befitting manner. There will be an excursion from La Grande and a number of Portlanders will be present. There will be speeches, music and a basket picnic to which everyone in the county is cordially welcomed. It will be a great day for the Wallowa country and incidentally it will mean much for Portland, for it brings into close touch with the metropolis, a field that is rich in possibilities for development.

**Wallowa Unbound.**

There has always been a faraway sound attached to any mention of the Wallowa country. We of Portland have for years spoken regretfully of the isolation of the Tillamook, Nehalem and Coos Bay territories, but have always qualified our remarks with the consoling reflection that it was possible to get into the coast region at uncertain intervals when the wind and tide served. But no such hope has been held out by the Wallowa country, for it has always been comparatively inaccessible even when the tide was high at Tillamook.

Now all this is to be changed and the citizens of the long isolated region are pardonably enthusiastic in their expressions of pleasure over their early release from the handicap under which they have struggled for so many years. For the railroad into the Wallowa country is no longer a prospect, a possibility, or a vague intangible something of the future. It has already entered the valley and is being rushed to completion as fast as men and money can send it.

**Railroads to Push On.**

Wallowa, which is the present terminus of the extension of the Elgin branch of the O. R. & N., will enjoy the prestige of a terminus for a few days only, for a big track-laying force is rushing the line on to Lostine, Enterprise and Joseph at the rate of more than a mile a day and will reach Enterprise with a regular train service very soon after October 1, and Joseph, the terminus of the line, before the snow flies.

**Rich Region Opened.**

The new road opens up a region of surprising richness. To reach the wonderful land it passes through one of the most picturesque canyons to be found anywhere in the West. American railroad scenery always comes high for the road builders, and the new line to Wallowa is not an exception to the rule, for there is a vast amount of very expensive rock work and many bridges, as the road winds along the banks of the somewhat turbulent Grand Ronde and Wallowa Rivers.

The Grand Ronde and the Wallowa Valleys were famous for their richness long before the white man came, and the prodigality of nature is everywhere so apparent that it is all very easy to understand why old Chief Joseph and his warriors were so strongly averse to leaving it. The Horse Heaven country, over in Washington, is said to have secured its name from the wonderful growth of bunchgrass that covered it in early days. If that North Bank region was a heaven for horses, the Grand Ronde and the Wallowa were certainly an Indian heaven, for it produced everything that either the horse or his master, the Indian, was in need of. The country was certainly worth fighting for, and if there was any sentiment in the make-up of old Joseph, he must have parted with it with a heavy heart.

Here, as elsewhere in the Pacific Northwest, when early railroad surveys were made, wheat was the most attractive traffic for the railroads, and when a number of years ago the O. R. & N. Company began work on the Elgin branch, the length of the extension was determined by the wheat land easily reached. Then, as now, there was a large area of rich wheat land in the Wallowa country, but it was separated from the Grand Ronde wheat belt by the Grand Ronde and Wallowa canyon, through which construction work has proved so expensive. There was, in fact, a kind of an industrial deadlock. The railroads did not build beyond Elgin because there was no wheat to bring out, and the farmers did not grow wheat because there was no railroad to haul it.

**Herds and Flocks for Freight.**

But the rich valleys beyond the canyon, which had supplied such plentiful sustenance for the big herds of antelope, deer and other game before the white man came, were now turning off great herds of fat cattle and an annual wool clip of proportions. As the railroad would not go to the cattle, the cattle were driven to the railroad and the wool was taken out over the same trail that was used by the cattle. The traffic thus developed, soon gave the outside world the impression that Wallowa was exclusively a stock country, and it has taken many years to correct the misapprehension. But the Wallowa country is coming into its own, and the development that will be made possible by the railroad, will be of surprising proportions. The extension which is to be placed in operation from Elgin to Joseph, will be 66 miles in length; for nearly 40 miles after leaving Elgin, it is a very expensive piece of road, with fine scenery and good fishing the chief attractions. The line follows the Grand Ronde River down to its junction by the Wallowa and then trails along the bank of the Wallowa with a slight upgrade for the greater part of the distance.

**Wallowa's Hopes.**

Wallowa is the first point of importance after leaving Elgin and with the prestige of its age and a good location on which to build a city, the citizens have great expectations of future greatness now that they are at last in touch with the outside world. There is less wheat land tributary to Wallowa than to some of the points further up the line, but there will be an increased acreage of the cereal now that there is a market for it and with the stock industry, fruit and lumbering Wallowa will undoubtedly show a substantial growth.

**Lostine's Misfortune.**

Lostine, another city, that has at least reached the age of discretion, was unfortunately located by the original town builders, for when the railroad surveyors came through they found it impossible to place the line nearer than one mile from the present location of the town, without making a wide detour and encountering a grade that would disarrange the road location and grades for several miles. The citizens of Lostine accepted the railroad decree philosophically, merely expressed regret over the matter, and set to work securing grounds for a depot at the nearest point available, and presented them to the company free of charge. Lostine is ten miles from Wallowa, and ten miles farther on is Enterprise, which, according to the enterprising Enterprisians, is the largest city in the Wallowa country, and, if you hear the news at Wallowa, it is next to the largest. If the rivalry at present in evidence between these thriving cities, continues to grow as the citizens believe their respective cities will grow, they will have that old Tacoma-Seattle feud looking like a peace conference. Enterprise is admirably located for a big wheat trade which will come as soon as the rich lands north and east are developed. Joseph, which will be the terminus of the line, nestles near the shores of the wonderful Wallowa Lake, and has a great future as a Summer resort, for the location is close enough to the foot hills to give the place an admirable climate and the lake is one of the most attractive bodies of water in the country.

**Towns Are Prosperous.**

Wallowa, Enterprise and Joseph are well lighted by electricity and the residences in town and in the adjacent country nearly all present a clean, prosperous appearance, which is only a reflection of the territory in which they are located, for there are few, if any, localities in the country to which nature has been more liberal in her gifts than to the dwellers in the great Wallowa country.

Perhaps the most striking feature of this land of richness is the abundance of water. Here in the low-water season when the entire east-of-the-mountains country is supposed to be dried up, every irrigating ditch and every stream is running bank-full and imparting to the entire country a green, fresh appearance that is as pleasing to the eye as it is profitable to the men who control these broad acres which sweep away for miles in an unbroken stretch of verdure.

**Chance for Portland.**

A visit to the Wallowa country will confirm all of the good things that have ever been said about it, and when the road is completed, it might be a pleasant and profitable trip for the Portland merchants to ride into the new country and take a look at it. Of course it is Portland territory and the citizens at all points along the proposed line, express a very kindly feeling for Portland.

A personal visit, however, would not be inappropriate, and some of our influential citizens might return from the trip ready to cease rainbow-chasing after impracticable transportation schemes, and begin working for the 30-foot channel that is needed from Portland to the sea to enable us to handle satisfactorily the immense traffic that the Wallowa country, Central Oregon, Tillamook, the Nehalem, Northern Idaho and other new regions about to be opened up, will soon be sending to us. A passing view of this wonderful region which is one of a number of others now coming into prominence, might also serve to remove any doubts about the commercial supremacy of Portland for "all roads lead to Portland" and this latest addition to our trade highway is an exceptionally well-built one.

## INFECTED ORCHARD RAZED

### Josephine County Fruit Inspector Orders Old Trees Grubbed Out.

GRANTS PASS, Or., Sept. 12.—(Special.)—The first instance of the real enforcement of the fruit inspecting law to a letter was exampled in the destruction of the orchard on the Cass place just south of town. The fruit trees on this place have stood for several years without any care, because the estate was in litigation in the courts. The authorities had notified the owners and parties interested, but no heed was taken. Finally the county fruit inspector ordered the trees all grubbed up, as they were deemed a public danger and nuisance.

**To Continue Publicity Work.**

MARSHFIELD, Or., Sept. 12.—(Special.)—The Marshfield Chamber of Commerce will keep open for another year. The annual subscriptions have expired, but more money has been subscribed, and the publicity work will be continued. It was decided to retain Walter Lyons as secretary for the next year.

**UMPQUA VALLEY FRUITS**

(2)

**Five Lemon Clings Peaches Grown at Roseburg, Oregon. The five weigh Five Pounds, All Being Exactly of a Size, Being 12 Inches in Circumference, as Shown by the Tape.**

(2)

**A Branch of Silver Prunes Grown in the Umpqua Valley at Roseburg, Oregon. Douglas County Raises the Most and the Finest Prunes in the State.**

## BANK HAS FINE NEW HOME

### MARSHFIELD FIRM ERECTS A HANDSOME STRUCTURE.

**First Trust & Savings Company Occupies Splendid Building of Concrete and Pressed Brick.**

MARSHFIELD, Or., Sept. 13.—(Special.)—The First Trust & Savings Bank of Coos Bay is now established in new quarters, a building which is one of the finest and most substantial in this part of the state. The structure was built by the bank, the youngest banking house in the county, having opened its doors for business only last October.

The new bank building is of stone and concrete, with pressed brick finishings above and presents a massive as well as a most artistic appearance. It has a large concrete basement and is two stories high, 100 feet square and is built with a view of later adding on three more stories.

The bank occupies the corner of the building. The offices for the public and patrons are most elaborately arranged, with handsome, highly-finished woodwork and metal grillwork. There is a large room for the use of the directors and for private business, and a large vault with modern safety appliances.

On the first floor of the building are also storerooms which are occupied and finished elaborately. The second floor of the building is given up to offices for professional men.

The First Trust & Savings Bank has a capital stock of $100,000, all fully paid. The stockholders are all local men. The money which is building the new hotel in Marshfield comes almost entirely from men connected with this bank.

The officers of the bank are: President, John S. Coke; vice-president, M. C. Horton. The above officers, with the following, constitute the board of directors: W. S. Chandler, William Grimes, Stephen Rogers, Judge John F. Hall, Henry Sengstacken and Dr. C. W. Tower.

**More Street Work in Centralia.**

CENTRALIA, Wash., Sept. 13.—(Special.)—Improvement of Hanson street has commenced. This street is the dividing line between the old town of Centralia and the new. The street heretofore has been only a narrow alley. Fences and buildings have been moved and the grading is being done. This street is also called "Council avenue," because several members of the Council live on this street.

**HANDSOME BANKING-HOUSE IN MARSHFIELD**

**NEW HOME OF FIRST TRUST & SAVINGS COMPANY.**

## WATER FOR FARMS

### Grants Pass Club Working to Secure Irrigation.

### WILL TAP ROGUE RIVER

**Ament Brothers, Owners of Large Dam About City, Asked to Provide System of Ditches to Carry Water Onto Farm Lands.**

GRANTS PASS, Or., Sept. 13.—(Special.)—Plans for irrigating this part of Rogue River Valley are assuming shape as fast as the interests in charge can work them out. The people of this section have felt the necessity for water for various reasons, and one in particular being the two-fold increase in farm and berry products.

The project now under way is to build ditches on each side of Rogue River and irrigate the low land and foothills. The foothills are especially adapted to berries and small fruits, and with the aid of water the yield will be enormous.

About a week ago Ament Bros., who own the up-river dam, were invited to go before the Commercial Club, when the club laid before them the irrigation proposition.

C. G. Ament could not give a definite answer and asked for time to confer with his brother in Chicago. C. W. Ament arrived this week from the East and he and his brothers are now preparing plans and data to be submitted to the club.

The altitude of the Ament dam is sufficient to give a lowland gravity system for all the lower valley, but it is the wish of the farmers and fruitraisers that a highland ditch be built that will be available for the foothills.

It is believed that the Aments will file a favorable reply. It is understood that if the Aments do not take up the matter the Commercial Club will support an irrigation district under the bonding system.

## TOWN PROVIDES PUBLICITY

**Grants Pass to Distribute 20,000 Booklets Descriptive of Resources.**

GRANTS PASS, Or., Sept. 13.—(Special.)—The Commercial Club of this city has received a consignment of 20,000 booklets for distribution announcing the railroad rates to colonists between this place and Eastern points which are in effect during the months of September and October. Besides being a valuable advertising medium and full of information to homeseekers the booklet contains a well-written article upon the merits of Josephine County, by H. L. Andrews, secretary of the Commercial Club.

The officers of the club now have under advisement plans to erect a three-story building to be occupied by the club when finished. At present all meetings are held in a one-story building on Sixth street, but these quarters have become somewhat inconvenient, owing to the increase of membership and the amount of business found necessary to transact there.

If the present plans are fully completed there will be a three-story building erected providing for one main clubroom, banquet-room and several committee-rooms. The recent organization of the Women's Auxiliary has also made a demand for more room which at present has to be provided for by renting outside quarters.

## COOS BAY MAKES HOLIDAY

**Arrival of Dredge Oregon Will Be Occasion for Rejoicing.**

MARSHFIELD, Or., Sept. 13.—(Special.)—The Government dredge Oregon, built at Portland, is expected to leave that city September 16 and will probably arrive in Coos Bay September 20. The Chamber of Commerce is arranging a celebration of the event. A flotilla of gasoline boats will meet the dredge and escort it up the bay and the people will take a general holiday. A Columbia River tug will be hired to tow the dredge to Coos Bay. Senator Fulton promised to come here when the dredge arrived and make a speech, and it is expected that he will be in the city to take part in the celebration.

The Coos Bay people are anxious to see the improvement of the bay start, and regard the coming of the dredge as one of the most important events of the Summer.

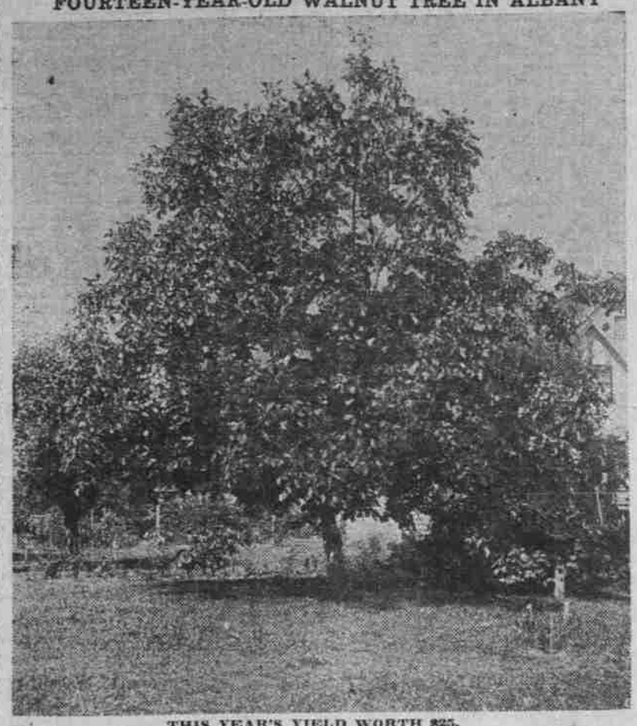
**Oregon City Has New Hotel.**

OREGON CITY, Sept. 13.—(Special.)—Next Tuesday a new hotel will be thrown open to the public. The building has just been completed on Sixth street, near the Southern Pacific depot, and is 3½ stories in height. F. Griessen is the builder and he will manage the new hostelry, which contains 40 rooms. The lobby and office on the ground floor are behind plate glass fronts, and give the building a handsome appearance. The dining-room is 40x60 feet, and the kitchen, pantry and storerooms are on the ground floor.

**Concrete Structure for Lebanon.**

ALBANY, Or., Sept. 13.—(Special.)—The first solid concrete building ever built in this part of the state is in process of construction in Lebanon. Several buildings have been constructed of concrete blocks but never has a building been moulded entirely of concrete in this vicinity. The new structure is an addition to the building of the First National Bank of Lebanon and is 80 feet long and 22 feet wide. It will be occupied by the law offices of S. M. Garland, a Lebanon attorney.

**FOURTEEN-YEAR-OLD WALNUT TREE IN ALBANY**



**THIS YEAR'S YIELD WORTH $25.**

## TREE YIELDS $25 IN NUTS

### LINN COUNTY SOIL IS WELL ADAPTED FOR WALNUTS.

**Single Tree in Albany Yard Estimated to Have Produced Hundred Pounds of Nuts.**

ALBANY, Or., Sept. 13.—(Special.)—A big walnut tree in the yard of the residence of L. E. Blain, in this city, shows the possibilities of walnut culture in this part of the state. Though it stands on the poorest kind of land for fruit-growing, and has never received scientific culture, the tree this year produced $25 worth of nuts. This shows the immense profit of an acre of similar trees.

The nuts have not yet been picked, but it is conservatively estimated that the tree contains at least 100 pounds. Mr. Blain never sells the nuts, keeping them for his own use, but this week he refused an offer of 25 cents a pound for the entire product of his tree.

This tree is 14 years old, and stands 30 feet high. It is a French walnut of the Mayette variety. Mr. Blain believes that had it been properly trimmed when young and placed in good soil, like that of the Santiam bottoms in this county, it would have attained its present growth and bearing qualities in seven or eight years. Young trees now growing under these conditions give evidence of verifying that belief.

Walnut culture has received a big impetus in Linn County in the past year, and many small orchards are being planted. The acreage was approximately doubled during the past year, and there are now about 500 acres devoted to commercial walnutgrowing in this county. All of these trees were planted in the last three or four years, however, and are not yet bearing for the market, but in a few years the walnut output of Linn County will be notable.

## CODDLING PATERNALISM

**Banks Might as Well Insure Wheat Against Loss as Gold Deposits.**

VANCOUVER, Wash., Sept. 13.—(To the Editor.)—Anent the discussion now going on in regard to guarantee of bank deposits, the editorial in last Tuesday's Oregonian suggests a phase of the general question, which, as has been pointed out, is economic rather than political. The idea of insuring warehouse receipts to the farmer is exactly in line with the thought I wish to bring out. The majority of people think and talk loosely of bank deposits as being money. They are not money any more than wheat is money. Although the banker agrees, by practice, at least, to meet his demands in lawful money, yet he can no more, on short notice, convert all his deposits into gold than can the warehouseman convert his wheat into gold.

Relatively, the farmer has just as good right to ask that his warehouse receipt, representing the value of his wheat, be insured or guaranteed against loss as that the credit for his wheat when placed in the bank, be guaranteed. Most business men and well informed persons know that banks deal in credits, and when they speak of having money in bank, it means they have a credit that can be transferred to others to meet obligations of debt. In a day's transactions, the average bank receives deposits over its counter of not more than 10 per cent in actual coin and currency, the balance being represented by checks, drafts, notes and other forms of credit. For all the wheat, lumber and other products of the country the bank advances the necessary credit to the grower and shipper, taking therefor bills of exchange—credit on some other bank—thus putting into liquidation the entire products of the country.

Except for the fact that banks pay coin upon demand and that most people unfamiliar with the operation of banks count all deposits as money, the banks differ in no way from the other business of the country. Banks deal in money and credits exclusively, grain-buyers, in grain exclusively. One has just as good right to have his credit guaranteed as the other.

As this question is coming to the front in all parts of the country, but especially in our Western States, it would seem to be the duty of all having any knowledge of the dangers that would arise from such a scheme to constantly combat the apparently plausible arguments being used for it. Reports of conditions of affairs in Oklahoma, spoken of by Mr. Bryan, as showing the great advantage of the plan, can be refuted by any one interested enough to get the actual facts of the same. When the conservative banker makes defense against the scheme, he is at once accused of personal motives. Mr. Forgan, president of the First National Bank of Chicago, answers this at some length by saying that "the ultimate result would put the burden quite as much on the depositor as on the bank," and George E. Roberts, president of the Commercial National Bank of Chicago, formerly Director of the Mint, says: "Nothing that in the long run is harmful to the banking business, that puts it under strain, and tends to lower its standards, can be beneficial to depositors or the public. It would fall at first on the conservative bankers and penalize them. Eventually the burden of increasing waste would have to be borne by all depositors and the whole community."

Nothing more socialistic has been proposed—and certainly when once committed to the proposition of insuring bank deposits other lines of business might, with as good right, have their credits guaranteed against loss and in the end we would have socialism—than the doctrine that the Government is doing everything and the individual nothing.

E. G. CRAWFORD,
Vice-Pres. Vancouver, Wash., National Bank.

**Girl's Father Accused of Crime.**

OREGON CITY, Sept. 13.—(Special.)—John Thomas, aged 54 years, and a farmer of Beaver Creek, has been arrested, charged with contributing to the delinquency of his 12-year-old daughter. The complaint was made by Mrs. Riggs, a daughter of Thomas. The case is set for 11 o'clock next Tuesday morning.

**Buy for Power Site at Lyle.**

LYLE, Wash., Sept. 13.—(Special.)—Spokane capitalists are acquiring more land for the irrigation and power proposition that will soon assume form in the vicinity of Lyle. The late acquisitions are of three ranches, including a 40-acre tract of the well-known Wallace Glover homestead. The 40 acres have but five acres of tillable land, but good water privileges, and sold for $2500 cash.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Round Trips to The Dalles Week Days, Except Friday, Leave 7 A. M.

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S. S. State of California, Sept. 26, etc.

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