

CITY OF ALBANY IS NOW MAKING STEADY PROGRESS

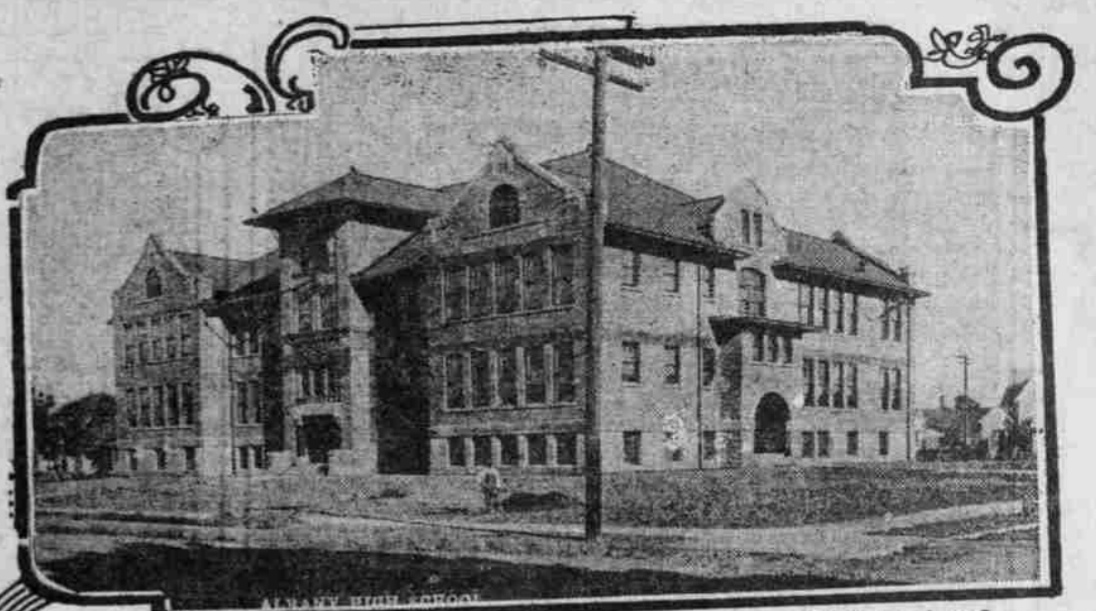
"Hub of Willamette Valley" Takes Pride in Variety of Resources of Its Rich Surrounding Country, Its Substantial Business Buildings and Well Paved Streets.



Scene on First Street, Albany, Oregon. Photos by Crawford Oregon.



County Court House.



Albany High School.



Elks Club and House of Chambers & McCune.



Cusie and Wallace Residences.



Albany State Bank & Commercial Club.

P. D. Gilbert Mayor of Albany

ALBANY, Or., April 20.—(Special.)—What may be termed as a second awakening in a district famed for the intense fertility of its soil, is now in progress at Albany, the county seat of Linn County. Nature's architect never selected a more beautiful site for a city than that bestowed upon Albany, which is recognized as "the hub" of the richest of all the valleys of Oregon. With a sufficient altitude conducive to pure air, with the purest of drinking water, with all the conditions and other necessary adjuncts to good health, the people are prosperous, contented and happy. One has only to traverse the well-paved streets, lined with beautiful shade trees, and view on all sides up-to-date residences and cozy cottages with flower-bedecked lawns to be convinced of the attractiveness and beauty. From the city in every direction stretch fertile fields dotted with modern and commodious farm buildings which stand as a monument to the life and comfort of the owner. A variety of resources, undeveloped opportunities, excellent shipping facilities, close proximity to the large markets, equable climate and beauty of location make Albany a locality of great prominence and a future. Hope, grain and hay command the highest market prices and command ready sale. The fruit and berries of Linn County have taken many prizes at the state and county fairs. In the east end of the county there is the finest body of timber in the world.

be one of the finest buildings in the southern part of the state. S. E. Young & Son have also just completed a magnificent department store building at the corner of Second and Broadbald streets, at a cost of \$75,000. The First Savings Bank building, recently completed at a cost of \$50,000, is finished in Alaska marble and mahogany, the exterior being white pressed brick. The new Carnegie Library, the site for which was donated by Mrs. Samuel E. Young, will be most attractive. The Carnegie donation was \$12,500, private subscription \$20,000. The beautiful St. Francis Hotel, with 60 rooms, has been leased by Bert N. Westbrook and Francis T. Bloch, formerly of Portland. This building is the property of E. H. Rhodes, who has recently let the contract for an annex of 40 more rooms, which will make the St. Francis a modern hotel and a credit to any city. The Hammel Hotel Company is erecting a modern six-story hotel to cost \$50,000. The Oregon National Guard building, of red pressed brick, has just been completed and cost \$40,000. At the same time these splendid new business homes are going up many beautiful residences are being built. A new city hall is projected, to cost \$40,000, plans for which are now being drawn. The Presbyterian Church is to erect a handsome stone edifice at a cost of \$25,000. The Masonic Temple has recently completed a handsome \$50,000 building. Much attention is being given to paving, and the Warren Construction Company is putting down seven blocks of bitulith. This week at Albany there was held an exhibition which was designed to show the nature of the industries which center at Albany. At this exhibition the following were exhibitors: F. W. Horaky, harness; Brick & Tile Company, Mrs. Percy Smith, Eagle's Cigar Company, Beam-Fletcher, bakery; M. J. Cameron & Co., planing mill; City Bottling Company, Portland Flouring Mills, Albany Ice Works, R. Veal & Son, chairs; Union Furniture Company, Albany Planing Mills Company, M. Ludwig, chimney tops; Albany Creamery Association; Albany Mill & Elevator Company, Oregon Power Company and Ralston Electric Company, Woodworth Drug Company, Albany Floral Company, Albany Shingle Mill, P. Snyder, iron work; Tomlinson & Holman, W. L. Cobb, stone; Albany Tanning Company, Brownsville exhibits, Churchill Candy Company, Seis Condensed Milk Company, Albany Iron Works, Albany Box Factory, Watson Bros., Iron Works, Dawson & Butloff, wood work; I. W. Rivers, wood turning; Iagidaries, Albany Lumber Company, Federmyer Cigar Company, Hammond Lumber Company.



Department Store of S. E. Young & Son.

Albany Has Steady Growth. Albany contains 1900 people and is enjoying a steady growth, best evidenced by the fact that there is not an empty house in the city, which is on the main line of the Southern Pacific Railroad. From its Union Depot 25 passenger trains depart daily in five different directions, while important additions in transportation are assured by new lines of railway now in process of construction into the city. The Oregon Electric Company is building from Salem to Albany and cars will be operating over this line early in May. The Albany Interurban is building into rich Calapoosa Valley, across the Santiam, making a loop back to Albany on the west side, thus bringing into close touch a very large new territory. The citizens of Albany are extremely public-spirited and enterprising. A wide-awake Commercial Club under the direction of C. H. Stewart is doing selling work in exploiting Albany and Linn County in general, with the result that many newcomers are settling in that city and county. For the manufacture of the raw material, labor, fuel, markets, transportation and other conditions make it an ideal location. Albany has the largest chair factory in the Pacific Northwest; two planing mills doing an extensive business; a shingle mill; two iron working establishments; two tanneries; two ice factories; two millers; five hotels; three public school buildings, and a \$50,000 high school.

Linn County Pulls Together. Linn County has learned the lesson of pulling together and the towns of the county work admirably with the metropolises. Brownsville is on the Calapoosa, 22 miles southeast of Albany, on a branch of the Southern Pacific, with a population of 1800. Lebanon, on the South Santiam, is 14 miles east of Albany, on the Lebanon branch of the Southern Pacific, and has about 1800 people. Seis is eight miles east on Thomas Creek. Harrisburg is on the Willamette River and main line of the railroad, 28 miles south of Albany. Albany and Linn County expect great things the next few years, and if the business activity at Albany is any barometer there will be no disappointment in the way of expectations. Every-thing points to splendid achievement. Albany College is expected to de-



First Savings Bank Building.

Banking Resources Show Prosperity. Albany has four banks, whose combined resources aggregate over \$2,100,000. They are the First National Bank; J. W. Cusick & Co., Bankers; the First Savings Bank, and the Albany State Bank. The banking strength of these institutions indicate in a striking way the prosperity of Albany and its tributary country. Albany's public and private schools play an important factor in establishing the city as an educational center. Albany is the seat of Albany College, a Presbyterian institution, of which H. M. Crooks is president. The college has purchased a large tract of land and plans are under way for new buildings. The Benedictine Sisters' Academy is one of the city's noted institutions. Albany has 13 churches, with substantial buildings; St. Mary's Hospital; two daily newspapers and two weeklies; fire department; two telephone systems, electric light and power plant, and, last but not least, a city jail with no prisoners in it.

Much Building Activity. Much building activity is in progress. A new 15,000 postoffice will soon be built, an appropriation of \$65,000 having been made for this purpose. An effort is now being made to secure an additional appropriation of \$10,000 to be used in providing quarters for the forestry department in this building. The new home of the First National Bank, costing \$20,000, being erected on the old site of S. E. Young & Son, will



Masonic Temple.

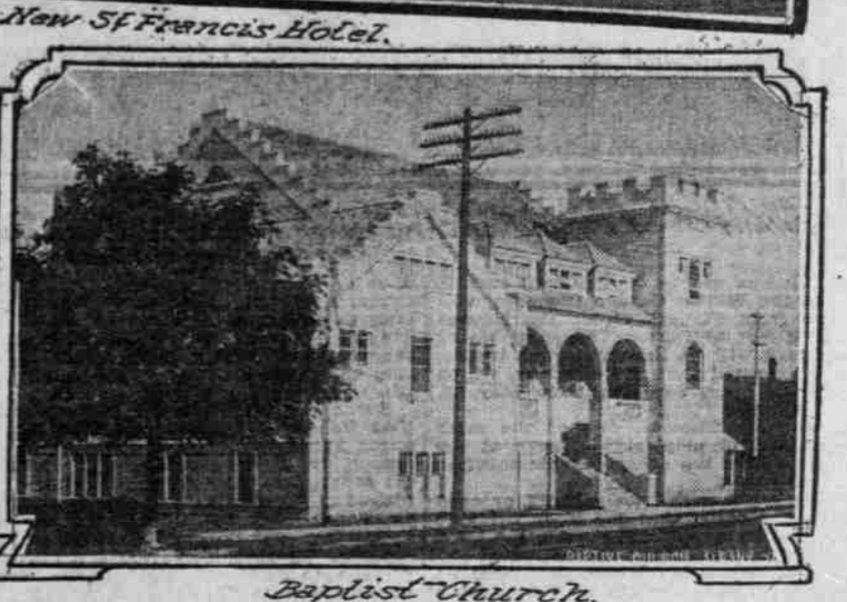


New St. Francis Hotel.

Success For Fulton Won Against Big Odds. Inventor of Steamboat Ridiculed and Discouraged in First Efforts at Navigation.

BY MADISON C. PETERS. ROBERT FULTON, introducer of steam navigation, was born in Lancaster County, Pennsylvania in 1762. He was of Irish descent. He had determined to become a painter early in life and went to England to study under Benjamin West. Becoming acquainted with the Duke of Bridge-

water, the founder of the canal system of Great Britain, he persuaded Fulton to abandon art for mechanical science. This nobleman was at the time engaged in a scheme of steam navigation, which he imparted to Fulton. Later, in Birmingham, Fulton met James Watt, who had just succeeded with the steam engine. Fulton, about



Baptist Church.

this time, invented a system for spinning flax, and another for making ropes, for which he obtained patents in England. In 1787 he went to Paris, remaining there seven years, during which time he invented a submarine boat called the "Torpedo," for naval warfare. He made the acquaintance of Robert R. Livingston, the American minister, who had made unsuccessful steamboat experiments at home. Fulton convinced Livingston that he had overcome the cause of the failure of the experiments of other inventors, and it was finally agreed between them to build a large boat for trial on the Seine, in 1803. First Steamboat Falls. On the morning of the trial the weight of the machinery broke the

Of the first buildings, one will be a main building and two will be dormitories. Complete plans for a modern plant of seven college buildings, with dormitories, gymnasium, etc., have been drawn by Duple, Patterson & Beach, of Portland, as the basis of the new Albany College, which gives a standard four year course, leading to the bachelor of arts degree. propulsion of vessels. Fulton and Livingston now determined to build a steamer on a larger scale on the waters of New York. The right of navigation by steam vessels had been secured by Livingston in 1793. Everybody laughed at Fulton, his steamer attracting as much attention and causing as much derision as the ark had received from the scoffers in the days of Noah. Fulton named his boat "The Clermont" after the country seat of his friend and partner, Chancellor Livingston. She was 160 tons burden, 130 feet long, 18 feet wide and 7 feet deep. Her boiler was 27 feet long, 7 feet deep and 5 feet broad. The diameter of the paddle wheel was 15 feet. The boat was completed about August 17, 1807. September 16 a vast

crowd assembled along the shore of the North River to witness the starting, and while the inventor bused himself in making a final inspection of the machinery, thousands lined the shores to witness "Fulton's folly." He tells us: "The morning I left New York there were not, perhaps, 30 persons in the city who believed that the boat would ever move one mile per hour, or be of the least use, and while we were putting off from the wharf which was crowded with spectators, I heard a number of sarcastic remarks. The scoffers on the wharves were all ready to give vent to their shouts of derision. When the hour struck, the smoke rushed from the chimney, the wheels scattered the spray far behind her, and the shouts of ridicule were soon silenced by the shouts of the applause. Soon the boat stopped; again the people on the shore jeered; the scoffers were again in their glory; they joyfully pronounced the boat a failure. Inventor Shortens Paddles. "But after a short delay the steamer once more proceeded on her way, more rapidly than before. Fulton had discovered that the paddles were too long and took too deep a hold on the water, and had stopped the boat to shorten them." The Clermont proudly sailed on up the Hudson all the rest of the day and all night and at 1 o'clock the next day ran alongside the landing at Clermont, the seat of Livingston. The next morning she continued her voyage to Albany, reaching there at 5 o'clock in the afternoon, having made the distance from New York to Albany, 160 miles, in 32 hours of actual running time, an average speed of nearly five miles an hour. The return trip, against the head wind, was made in 39 hours. Crews of the sailing vessels were dismayed. They had heard nothing of Fulton's experiment and they beheld what they supposed was a huge monster, vomiting fire and smoke from its throat, lashing the water with its fins and shaking the river with its roar. The simple people along the shore crowded to see the sea monster, belching forth fire and smoke. Fishermen became terrified and rowed homeward. And when the frightened sailors and dwellers on the river shore had disappeared and it was found that the Clermont was to run regularly between New York and Albany as a packet boat, the boatmen on the river fearing she would destroy their business, not only denounced Fulton's invention, but made frequent attempts to sink the boat. Several times she was damaged in this way, and so great did the boatmen's hostility become that it was necessary for the Legislature of New York to pass a law declaring combinations to destroy her, or willful attempts to injure her, public offenses, punishable by fine and imprisonment. The self-assertive, self-reliant Fulton went right ahead, unmindful of the laughs and taunts, the jeers and jibes of the crowd. Fanatic, crank, visionary, iconoclast, were howled at him; scorned, mocked, ridiculed, he tolled on, until now the name of Fulton is honored the world over and he is proclaimed one of the greatest and most useful men that ever lived.