RAILROAD TO YAQUINA BAY

Originally a Local Enterprise.—Career of the Road from its Inception to Date.—Yaquina Famous and Popular as a Summer Resort.

[BY J. H. WILSON.]

Among the early settlers in the Willamette valley was Mr. J. C. Avery, the founder of the city of Corvallis. Arriving in Oregon in the year 1845, he carefully examined the Willamette valley for a suitable location to found a city After due consideration, he selected the claim at the confluence of St. Mary's and Willamette rivers, which now marks the site of Corvallis. Above this point there is practically little river traffic, while to Corvallis steamboats ply the greater portion of the year, thus affording all-water transportation for freights from this locality to the sea, the great natural medium by which rates are retained at all times at, or very near to their normal figure. Those localities which do not possess either water or rail competition well know how to appreciate the blessings of an open river, or a rival railroad, the absence of which sometimes induces merchants to haul their freight long distances, as we have recently seen merchants of Eugene do, whose teams have hauled their freight from the Corvallis depot, to their stores, 40 miles away, notwithstanding they have a railroad, connecting with this, at their own doors.

CITY HALL.

The West Side division of the Southern Pacific railroad parallels the Willamette from Portland to Corvallis, thus affording a second route to the markets of the Northwest, and also to San Francisco, which, until recent years, has easily held the supremacy as a commercial center on the entire Pacific coast. A supremacy which is now disputed by all persons well versed in the Pacific coast carrying trade, and manufacturing and commercial industries. For the conjunction of several competitive lines of railway at Portland, Or., have shifted, or, at least, very largely divided, these industries, so that producers and consumers throughout the Northwest look to Portland as their base of supplies, and their center for distribution, and regard the former metropolis in its true light, as a neighboring city, only—not any longer the Mecca a connection with which can realize their hopes of prosperity. This is a circumstance which has an important bearing on the fortunes of the Yaquina road.

Its Early History.

Up to some time in the 70s the O. S. N. Company, or similar ones, had to a considerable extent monopolized the freight traffic of the Willamette valley. And it is said that the Valley yielded a bountiful harvest, indeed. This is attested, in part, by the handsome fortunes accumulated by the gentlemen who were enterprising to see and take advantage of the favorable conditions existing at that day for monopolizing this trade. It has been said, and we hear it occasionally still, that Portland had the Valley by the throat, and exacted a great per cent. of the profits of the farmers of the Valley. So that even yet there exists an antipathy on part of rural statesmen, and their constituency, which materially retards the legitimate beneficial legislation of the entire state. With another generation this will undoubtedly pass away, and in the meantime great natural resources must continue to slumber on, awaiting the day when it will be clearly perceived that only in union can there be accomplished the movements necessary to develop those resources, and without proper and wholesome legislation these movements remain impossible.

It was when the Valley most felt the oppressive nature of this monopoly that the idea was conceived of building a railroad to Yaquina bay, which would shorten the distance to the San Francisco markets by several hundred miles, and also create a competition which it was hoped would add several cents per bushel to Valley wheat. The Coast mountains had to be crossed, and it would seem that nature intended that a railroad should be built through this particular portion of the mountains, for immediately west of Corvallis the first surveying expedition under Mr. E. E. Cooper found a low pass easy of access, and with comparatively light work and affording an easy grade line down into the valley of the Yaquina river, from which point there was no obstacle whatever, of an unusual character, to interfere with the successful location and operation of such a railroad as was needed at that time. This was intended for a narrow gauge, and with this in view, the first promoters of the enterprise secured ten miles of light rails and a small locomotive, to be used in the construction of the road, but after building ten miles of grade, a river was reached which the company had not the means to bridge, and, which, together with the withdrawal of active support by several of the original promoters, caused a cessation of activities, which came near to being the end of the Yaquina road.

During several years of intermittent effort, and seeming failure, the road was kept alive by the persistent energy of the veteran county clerk of Benton county, whose private accumulations were consumed, and a large private indebtedness assumed, and carried for years and finally paid off, in the endeavor to keep this railroad project alive, and to honor the obligations the company had contracted, and to induce Eastern capital to take hold of the enterprise, and put the road through, for it was learned, after ten miles had been built, that local capital was not adequate to complete this undertaking.

In the meantime, the Willamette & Coast Railroad Company had obtained franchises and rights of way, and other privileges, which were believed to be valuable, and these, together with the surveys and estimates, and ten miles of grade, and a small locomotive, and ten miles of light iron, constituted the property which had cost $35,000, and a considerable amount of labor donation, to obtain.

The Land Grants.

Even before the railroad idea was conceived, a wagon road had been built to Elk City, on Yaquina river, and this was a private toll road running from the valley to tide water on that bay. In consideration for this wagon road construction to the bay, the state deeded to the road company 52,000 acres of land comprising the vacant odd sections for six miles on either side of the route of the wagon road. A similar road was also constructed through the Cascade mountains, called the Cascade Mountain Military road. And also a road across the state to some point at or near Snake river, in Baker county (now Malheur). The aggregate number of acres in these latter grants, which were deeded to the military road, comprised something like 750,000 acres or more, and ultimately constituted the basis of credit for the Yaquina road.

A history of this enterprise without some mention of Colonel T. Egenton Hogg, and his brother, William M. Hoag (Hogg minus the tail to one "g") would be wanting in the principal factors of its rise and progress. For however well the original promoters planned the project, and however much its early burdens oppressed its founder (the writer's father), these men, Colonel Hogg and his brother, are the real builders of this railroad.

To those favored with an entrance into the presence of majesty during the active construction period of the Oregon Pacific, there came many a romantic legend, concerning this or that incident in the stirring annals of these gentlemen, and one of these associate the colonel's name with a privateering enterprise during the late civil war, the upshot of which was the confiscation of the vessel in San Francisco harbor, during the war, and the subsequent detention of Lieutenant Hogg in Alcatraz prison for some time. (Understand this is legendary, not vouched for.) It was whispered around the select circle of favored mortals who were allowed to appoach the inner circle, that during this period of incarceration, a great project was born within the colonel's mind, which found its consummation in the building of the Oregon Pacific. Be that as it may, not many years after the war, the aforesaid land grants were obtained, and it was found that Colonel Hogg was the reputed owner of them, or largely identified with their ownership. And accordingly when Mr. Wilson sought to enlist Eastern capital in the road, he naturally turned to Colonel Hogg as the most likely man to succeed in this endeavor. This led to the organization of the

Oregon Pacific Railroad Company.

Which merged the franchises and properties of the W. V. & C. R. R. Co., and undertook to construct a standard gauge railroad from Yaquina bay to Boise City, in Idaho, the intention being there to connect with a transcontinental road, presumably the C. & N. W., and make Yaquina the seaport nature intended it should become. The government was induced to undertake the improvement of Yaquina harbor, and succeeded in obtaining one good, straight and safe outlet to the bay, in place of the three irregular, shoal and exceedingly dangerous channels which existed at the entrance before the jetties were placed there. The efforts of Senator Dolph, Senator Mitchell and Mr. Hermann have endeared those gentlemen to all the faithful constituents throughout this section of the state, for their success in getting this harbor improvement accomplished. And this and their labors for other ports on this coast, will increase the luster of their fame, as time demonstrates the necessary and substantial benefits which the state receives from this source.

With the original surveys, the franchises, rights of way and land grants, Colonel Hogg went East, and to Europe, and for ten or more long and weary years he confronted obstacles which would have disheartened many another man, in his effort to secure money to build this road. We can account for the persistency of Columbus when we realize that the demonstration of his belief in a westward passage had become to him a second nature. So in the unremitting efforts of Colonel Hogg to make this Yaquina road a success, we are beginning to understand that his belief in its future had become to him a second nature. That he thoroughly believed that there did exist in this enterprise the possibility of a great factor in the development of the Northwest there can no longer be any question. To the support of the Declaration of Independence the fathers pledged their lives, their fortunes and their sacred honor. And to the consummation of this railroad enterprise Colonel Hogg consecrated his fortunes, and the best part of his life's energies. Whatever may have been his financial returns, it is due to him to say that he put into this enterprise an amount of energy which, expended in some other direction, with a view only to his own benefit, must have made him wealthy, if not famous.

While laboring in the interests of the Oregon Pacific, Colonel Hogg remained in the East, and Mr. Hoag, his brother, was his manager in Oregon. Their faith in the enterprise is shown in the large purchases of property at various points in the route of this road, and this was natural and legitimate, since they used their own money, and the amounts so invested, to the writer's personal knowledge, aggregate a considerable fortune. And again it is due to Mr. Hoag to credit him with his right view of his obligations to the state. He has carried this load of property through all the fluctuating fortunes of the road, and has never murmured, has paid his taxes, in face of what has ofttimes, to others, seemed a forlorn hope, and still does this while others let their property revert for taxes—showing that whether the public hoids its faith or not, he will still continue his support to the counties in which his property lies.

During the period of construction of the road, from about 1884 to 1889, there is many an incident humorous or pathetic. Strikes were frequent, one time amounting to a dangerous mob, and when the governor was appealed to for aid from the militia, his answer has become a part of the history of the state: "Pay your men." It often happened that to prevent strikes, Mr. Hoag went down in his pocket and paid the men twenty, thirty or forty thousand dollars, out of pure sympathy. This I know. There has been much prejudice engendered of late years towards these gentlemen, both in the East and in Oregon, because of financial complications, among the bondholders, and among the labor or material creditors of the road, but however just these estimates may be, or however liable their actions may have made them for the criticisms which have been freely indulged in, the great fact remains that these two men, Colonel Hogg and his brother, did build the Oregon Pacific railroad, and that because of this the road is operating today, holding freight rates in this section of the Valley at a normal figure and adding each year thousands upon thousands of dollars to the farmers of the Valley on this account. We often forget, in the singleness of our view, that beneficial results have followed the building of the Yaquina road, but such results have followed, and will continue to follow the road, and the further it is extended the more will this benefit be felt.

About 1890, the road passed into the hands of a receiver; its own president being appointed. During the next two or three years, it passed through two other receivers, and finally was sold for $100,000. The road and its franchises, grants and rights of way cost upwards of $10,000,000 in cash. But money was not very plentiful in 1894, when the sale occurred, and that the purchasers obtained a great bargain is generally believed. Since the road was purchased it has been reorganized as the

Oregon Central & Eastern;

And its name implies its projected development. It is earnestly hoped that the proper field of this road will be reached before many months pass away. It is believed that lines to Eugene and Salem will meet with liberal support in building, and liberal patronage, when constructed. These localities need the road, and as they contain many public-spirited citizens, and who can see their own interests as well as any one else, there is no doubt but what in proper time, and in a proper manner, their interest and enterprise will be manifested towards this end. Portland must be reached to carry the road's traffic into its proper field, and herein is the circumstance alluded to at the beginning of this article, that San Francisco is not the necessary objective point for the Yaquina road, Valley merchants will not go to San Francisco for goods if they can get them cheaper in Portland, of equal quality, and it seems to this writer that Portland should be the main objective point to be reached by the Yaquina road, first, and then let its extension feed and develop the home metropolis. The road over the Cascades connecting with Portland will do more to develop the great empire in Central and Southern Oregon than any other possible enterprise can do. And while this road does a good business now, it undoubtedly must do a rushing business when properly extended to its legitimate field. Was there ever a great enterprise which did not meet with early reverses? The mere fact of continuing to exist and operate, and to serve, and build up the country where the road now extends is proof of its usefulness. And its extension is a logical consequence—a necessary result. People who may not realize this today will see it in time. Skepticism will always give way before facts. And this road and its usefulness are demonstrated facts, and the people know it, and in some measure appreciate it.

The Summer Resort.

Yaquina bay has become widely known as "the" summer resort of the Northwest. In the placid waters of the bay all kinds of fish abound, from the flounder and kelp to the rock cod and the salmon. Sailing and boating affords to one with nautical tastes a most pleasant diversion. Deep-sea fishing, with all its variations, is within the reach of all. And the beach! How can it be described? Its rival does not exist. For variety and genuine comfort the Yaquina bay sea beach is not equaled on the Pacific or the Atlantic coast. This is becoming known, and former habitues of other places of summer resort have made Yaquina bay their summer abode. Many elegant and artistic residences have been built there, and any one with a desire to have the best of society in the summer time (who possesses the necessary credentials), can find at this place such as the state affords. And we claim that no state has any better. If one cares less for aquatic sports, or the beach, the mountains, on all sides, are alive with game—big game, too, such as bear and deer, in abundance. And sometimes elk have been found, and an occasional cinnamon. These latter, however, do not come near the haunts of man, but have to be hunted for. To bag an elk or a cinnamon is well worthy of a hard chase. The mountain streams abound with trout, and those who are fond of the rod can enjoy as good sport, within easy walking of the Newport hotels, as can be found in the state. Altogether, this resort is unparalelled on the coast, and it is within the reach of all. While we swelter and sweat in the interior, the prudent live on the fat of the land at the same expense it costs to remain at home, at Yaquina bay, and the Yaquina road has made all this possible, and has placed this great boon, for it is no less, within the reach of all. Colonel Hogg is entitled to the gratitude of every person who rides in three hours, out of the interior heat, through the finest scenery to be found, into a climate and summer paradise unequalled in the Northwest, where blankets feel comfortable, and cares go to the winds, and life takes on a new aspect for the next ten months.

C. A. Gerhard.

Mr. Gerhard is one of the young business men of the city. He owns and conducts the principal stationery store, and the only news depot in Corvallis. His stock is well selected, and would not disgrace a metropolitan business. He keeps for sale all the leading magazines and journals, and the newest publications in the matter of books. His sationery line is complete, and equal to any social or business demand. Mr. Gerhard takes a proper pride in keeping his business abreast of the times. He attends promptly to mail orders, and our friends in the country who want "something to read" can have that want supplied by writing to him.

A BRIEF CHAPTER.

Devoted to Benton County's Soil, Industries, and Climatic Conditions.—Price of Lands, Etc.

Oregon is one of the largest states in the Union, and owing to its situation and topography, has a greater variety of soil, climate and natural resources than any of the other states. The famous Willamette valley, known as the garden spot of the Northwest, extends 250 miles north and south, parallel with and about 30 or 40 miles distant from the Pacific ocean, and about midway between the mouth and the source of the Willamette river, extending for a distance of 30 miles along its west bank, is situated Benton county—one of the most populous, wealthy and fertile sections of the state. From the river the land gradually rises to the foothills on the west, and between the foothills and the mountains are located some small but fertile valleys. Through these valleys small streams of pure mountain water flow, and with the springs and smaller creeks that feed them, afford plenty of water for use and power, and dispense with the necessity of irrigation. Cereals, fruit and berries grow luxuriantly throughout the entire county, while the hills and mountains and the uncultivated portions of the valleys afford splendid grazing grounds for cattle, horses and sheep.

Climate.

That climate is the most desirable which is the golden mean between the extreme heat that enervates the mind and body, and the extreme cold that retards development, and that desirable golden mean is found in Benton county. The warm Japan ocean current flows along our coast, bringing the breath of the tropics on its bosom, which is lifted on the wings of the western wind and wafted across the valley, tempering the rigors of winter. In the summer months the sea breezes cool the heated air, making the extremes of heat and cold very much less than in corresponding latitudes east of the Rocky mountains. Unlike our friends in the East, we do not suffer from blizzards in winter, nor from cyclones and cloudbursts in summer, and throughout the year our people go about their daily business practically without interruption or inconvenience from the weather. There are few days in summer that are oppressively warm, while the sea breeze each afternoon and evening makes the nights cool and pleasant. Cattle graze on the hills during the winter months, and seldom suffer from extremes of inclement weather. This equable climate conduces to health and strength, and the highest degree of production in all the industries of the country, and has made the adage "Crops never fail in Oregon" especially applicable to the favored locality in which Benton county is located.

Agriculture.

Wheat, oats and barley are the leading cereals grown in Benton county, although corn is raised to some extent. The wheat of the Willamette valley stands second on the list of the world's productions in the Liverpool market, the wheat of Southern Australia alone being preferable and commanding a higher price. In this section good land properly tilled will yield from 25 to 40 bushels of wheat per acre, while the average yield of oats under similar conditions would be from 40 to 60 bushels per acre. The soil and climatic conditions here seem especially well adapted to the production of the latter cereal, oats usually overrunning from 5 to 20 pounds per bushel, machine measure. Benton county's annual production of cereals will not fall far short of 1,000,000 bushels, and of this vast amount of grain between 600,000 and 700,000 is wheat, approximately 200,000 bushels is oats and the balance barley, rye and corn. Hops of an excellent quality are also grown in this county in large quantities, there being several hundred acres of Benton county soil devoted to this paying industry. An endless variety of garden vegetables is also raised here. Potatoes, beans, peas, beets, parsnips and in fact almost everything flourishes here that a generous soil and temperate climate will produce.

Dairying.

Dairying in this section is a paying business, and is assuming larger proportions each year. The mildness of the winters together with the success attained in the growing of forage plants in this section makes it possible to bring dairying to its highest perfection. Good dairy butter always commands fair prices, while choice creamery butter is always in demand at 50 and 60 cents per roll. During the past few years the breeds of dairy stock have been materially improved, which certainly augurs well for the permanent success of this important industry. Heretofore little attention has been paid in this locality to the creamery business, but this spring Mr. George Taylor, an experienced dairyman of this county, built a large creamery, which has now been in operation for over a month. This plant is well equipped with all the latest improved machinery and has the capacity sufficient to care for the milk from 1000 cows. Benton county offers exceptional advantages to those wishing to engage in the business of dairying.

Horticulture.

Fruitgrowing has become a well established industry of Benton county, and in proportion to her area probably has a larger acreage in fruit than any other county in the state. On account of its vast importance, this subject is treated separately at considerable length in another column.

Land and Homes.

It only remains to be said that good land can be obtained for farming and orchards at from $10 to $30 per acre in the Valley, according to situation. Pasture land and the more remote and smaller valleys afford some cheaper land, at prices varying from $6 to $15 per acre, while in the vicinity of the towns and cities land is, of course, much higher. Considerable land is still held in this vicinity in large bodies, which eventually must be divided into smaller tracts. There is considerable government and railroad land in the county, but the best of it has been bought or taken up by settlers.

FRUIT AND GARDENS.

Our Horticultural Interests as They Appear to a Practical Horticulturist.

[BY PROF. E. R. LAKE.]

The horticultural interests of Benton county are in their infancy. It is scarcely more than ten years since the people of this county began to direct their attention to the growing of fruit for commercial purposes, and while this is but one phase of horticulture, it is the one of chief economic importance in the state.

The estimated average acreage of young orchards just beginning to bear is about 2,500 acres. The larger part of this is prunes, though the other hardy fruits do as well as the prunes. The ease with which the prune was formerly put into marketable condition has been the feature which induced planters to set largely to this fruit. The physical make-up of the county is such that ample opportunity is afforded for the selection of orchard and garden sites. The undulating surface allows wide range of aspect. Air and water drainage are excellent in all the best localities for orchards. On the river bottoms are to be found some of the best small fruit and vegetable gardens in the state. While the soil of the county is chiefly a heavy basaltic loam, along the river bottoms it is a sandy, alluvial deposit, open, warm and fertile; and, while the air drainage is not so good as in the higher sections, some of the most fruitful prune, and the only successful peach, orchards are to be found along the Willamete river.

This year will witness the first real commercial fruit crop of significance to the county. A large acreage of prunes set out about 1890 will yield its first crop, climatic conditions over the state at large, being against the prune crop in '96. While some sections, especially in irrigable localities, claim to fruit the prune and other orchard trees in from three to four years, these trees here require from five to six years before one can expect any returns of consequence. Our heavier soil tends to induce wood growth to the disadvantage of fruit buds, though this longer period of unrestricted wood development is held to be an advantage in respect to the vitality, vigor and longevity of the tree.

Eight or ten years ago, when these young prune orchards were set, few people had any idea of disposing of the crop otherwise than by evaporating; but during the past three years there has been developed an Eastern market for the fresh fruit, which, according to present indications, offers a much better field for the best grade fruit than evaporation.

Our leading prune is the Italian, a beautiful blue-black prune, large, firm, sub-acid, good flavor, and a remarkable keeper and shipper. This fruit can be picked when mature, and, if carefully packed and handled, put upon the Chicago, Buffalo and other Eastern markets in first-class condition.

Now that it is found that the larger profit on the prune crop is probably to be had from the fresh fruit and that the care and skill required to put the best quality in the best condition on the market, is as much, or, even more, than that required to handle other fresh fruit crops, the tendency in future plantings will be to diversify. The apple, cherry and pear, all of which flourish and bear abundantly, one year with another, will, in the future, receive their due meed of attention at the hands of the orchardist. Our county exhibits in the past have shown remarkable specimens of Spitzenberg, Northern Spy, Baldwin, Bellfleur and other leading varieties of apples. Bartlett, Seckel, Winter Nelis, Fall Butter and other pears; Kentish, Black Republican, Royal Anne, Dukes and other cherries. In quality and size these fruits can be grown to perfection with proper care. We have the soil, the climate and the necessary rainfall; we likewise have the pests. We only lack the live horticulturists, who desire to grow these fruits for the market.

We are developing some of these latter among our own people, but the great change in methods of tillage and cropping to be encountered in passing from our old practice of wheat-growing to that of fruit-growing under present methods is well nigh too much for the average son of the West.

Among the small fruits our gardeners make exhibit of magnificent specimens of the leading choice varieties of strawberries, raspberries, blackberries, currants, gooseberries and dewberries. An overproduction of these fruits for home use is a common thing at every farm house in this section. The marvelous fecundity of these bush fruits is phenomenal.

The American grape does well in select places. Our hillsides offer a most congenial home for the hardy grapes, though, as yet, no one has undertaken to grow them for market. No home need be without them as, Concords, Wordens, Isabellas and others of like character flourish.

As to vegetables, it may be said that from a commercial point of view there is little inducement to their culture, beyond the small home markets. As in all Western Oregon, the full range of garden vegetables are easily grown. The hardier ones, such as cabbage, carrots, parsnips, beets and potatoes, grow to mammoth size, the mere mention of which in measured terms would subject one to undue reflections. Only seeing is believing.

On the whole, it may be said for Benton county's horticultural interests that they are just blossoming, the full fruitage of which will not be seen for years. The steadily growing interest manifested in our orchard property during the past eight or ten years is ample evidence that this interest is one of absorbing moment to our people; that it is destined to grow to large proportions in the county and ultimately become a factor of influence and wealth in our community.

It is only within two or three years that the large commission houses have directed any attention to this section; now there are three or four of these firms giving special attention to our crop prospects, a certain index of growing commercial importance.

THE BUSINESS WORLD

Our Manufacturers, and the Business Houses of Corvallis.

MANUFACTURING.

Benton is eminently an agricultural county, and it is natural that flour mills and saw mills should constitute her chief manufactories. Of the former there are four, all equipped with modern machinery, and making a first-class grade of flour. Two, both owned by Adam Wilhelm & Son, are located in the southern part of the county; one at Monroe and one near there at a place called Liverpool. The other two are at Corvallis. The Benton County Mills are owned and operated by Punderson, Avery, R. E. Gibson, John Record and Allan Wilson—wealthy citizens and good business men. Their mills have a high rating, and their flour is one of the standard brands. They ship directly to all Pacific coast points, from Alaska to Central America. The grinding capacity of their plant is 110 barrels per day, and it runs day and night.

The Corvallis Flouring Mills are owned by H. F. Fischer, one of the financially solid men of the county. These mills have both steam and water power, and can grind 175 barrels daily. Their product commands the highest market prices. These two mills give employment to a large number of men.

There are several sawmills in the county, but the most important is that of the Corvallis Lumber Company, located at Corvallis. This company has a first-class plant, and does a very large business. E. Martin has a hardwood saw and planing-mill, and ships to the principal coast points. Messrs. Sheasgreen and Newhouse operate a planing-mill, sash and door factory and box factory at Corvallis, and are building up an extensive business.

Mr. George Taylor established a creamery at Corvallis this summer, and its success, financially and otherwise, is assured. The plant is complete, and can handle the milk of 1000 cows. The Corvallis Foundry & Machine Shops, owned by Franklin Brothers, are well equipped for doing all work in its line. Messrs. Franklin are first-class and reliable machinists, and have won an enviable reputation as mechanics and as business men.

CORVALLIS BUSINESS MEN.

There is no attempt, in this article, to give a complete or minute description of the business interests of Corvallis. Mention is only made of the more important business houses and that in a general manner.

F. L. Miller.

Mr. Miller is a leading light in the Corvallis business world. He is a clothier and haberdasher, and does a large business in these lines. His portrait appears in this issue, and in another column will be found a more extended personal description.

S. N. Wilkins.

Mr. Wilkins is a large dealer in furniture, and he conducts the principal undertaking establishment in Benton county. His portrait and more extended sketch appears elsewhere in this issue.

F. A. Alexander.

The New York Racket store does business on a cash basis, and ther seems to be a lot of people who have cash, for its goods go out in large quantities. Mr. Alexander, the proprietor, visits the East every year, and buys his stock direct from the factories, thus saving the profit of the middlemen, and getting fresh, new goods. He is an energetic man, and possesses good business judgment.

P. M. Zierolf.

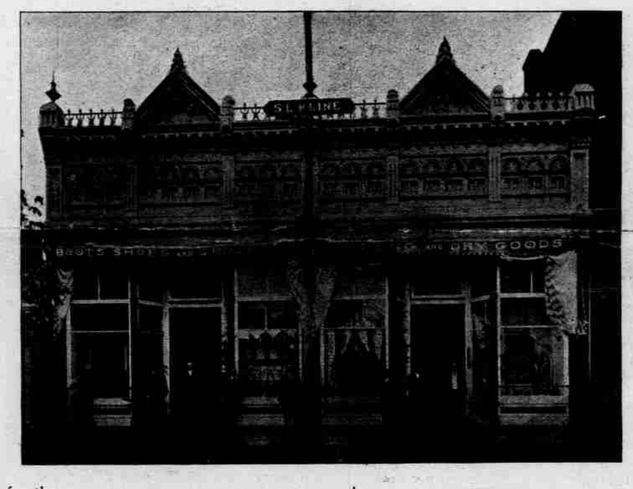
"Milk and honey" were the words used by the ancients to signify good living. The expression "Zierolf's groceries" conveys the same meaning to Corvallis people, and groceries from Peter Zierolf's store have been gladly welcomed by Corvallis households for over 16 years. Mr. Zierolf commenced business in Corvallis in 1881. By upright dealing and good management his business prospered, and outgrew its original quarters, so in 1892 he erected a handsome two-story brick building, wherein is located his large store. Mr. Zeirolf's custom is not confined to Benton county, but he is patronized by people from the several boundary counties. He buys from the best wholesalers, and can safely recommend the goods he sells. He keeps an excellent stock of staple and fancy groceries. Special attention is called to his teas and coffees. They cannot be surpassed for quality, and the price is no higher than that asked for many poorer grades. He carries a fine line of crockery and glassware, and it is worth a visit to his store to look at the French Haviland china there. A large assortment of lamps, including the well-known student lamp, are kept constantly on hand. Mr. Zierolf is a native of Ohio, and is 47 years old. He is one of our solid citizens, and an active, trustworthy business man.

August Hodes.

There are few grocers in the Willamette valley, south of Portland, who can boast of a larger or better trade than that of August Hodes. He has been in business since 1881, and for six years was in partnership with Joseph Peroni, but purchased the latter's interest in 1887. "Honesty" is the policy of his store. Honest tea, honest coffee, honest groceries of all kinds, honest prices and honest dealings with his customers have built up a very large and growing business. He guarantees the quality of the goods he offers to customers. Besides a full stock of staple groceries, he carries a heavy line of fancy goods. Picnickers, campers, and all who indulge in outings for business or pleasure will find Hodes' all tinned and other delicacies and substantials they require. Mr. Hodes is a square, upright citizen, a genial gentleman, and a shrewd man of business.

Hodes & Hall.

The establishment of these gentlemen is a credit to Corvallis. It is made up of several departments, fully up to the times. They conduct a confectionery and cigar store, a bakery and a first-class eating house. Their coffee has a valley reputation, and visiting bicyclists consider it their first duty and pleasure to refresh themselves with lunch at Hodes & Hall's. The proprietors are pleasant, popular gentlemen, public spirited and enterprising.



Simpson, Huston & Co.

The business conducted by this firm was established over 30 years ago. Of the present proprietors, Mr. John Simpson has been connected with the store for 20 years, and Mr. R. H. Huston for six years. Both gentlemen are good business men, and they have built up a big trade. They carry a large and complete stock of hard- and tinware, and deal extensively in paints and oils. They are the principal local dealers in sporting goods, are the agents for the celebrated Columbia and Hartford bicycles. The firm handles the Superior stoves, the very best in the market. The store does an immense business in harvesting machinery and all farm implements. It sells Studebaker wagons and buggies, McCormack harvesting machinery, Oliver plows and Buffalo threshing machinery. The firm enjoys the confidence of the public, and the large trade it has secured is the natural result of intelligent and legitimate business methods.

Nolan & Callahan.

Mr. J. M. Nolan commenced business in Corvallis in May, 1884, and in May, 1895, Thomas Callahan entered into partnership with him. They do a very large business in gents' clothing and furnishing goods, and are live, up-to-date, successful business men. They are keen buyers, and their big stock always seems fresh and fashionable. They have established a tailoring department, and employ only skillful workmen in it. The product of this establishment is equal to that of any metropolitan tailor. Mr. Nolan served his apprenticeship in the general merchandise business in Dublin, Ireland, where he was engaged for five years, and was afterwards employed in a large house in Belfast. August 13, 1872, he left Ireland for San Francisco, and arrived in the latter city with one English sovereign in his pocket, and went to work the next day. He came to Albany in 1874, going into business there. Ten years later, he moved to Corvallis, and is one of the leading men of the town. Messrs. Nolan and Callahan have complete understanding of their business. They know how to attract patrons, and know how to keep them.

J. M. Cameron.

The city council of Corvallis has a doctor, a warehouse man, a harness-maker, a cattle dealer, a farmer, a baker, a mill owner, a housemover and a cigar manufacturer. The harness-maker is J. M. Cameron, and his harness is as popular as the recent city election proved him to be. Mr. Cameron succeeded to the business of N. P. Briggs, after working for him for nine years. He is an exceedingly good workman, and a set of harness can have no better guarantee of quality than the fact that it is of Cameron's make. His reputation is not confined to Benton county, but he has orders from all over the state, and has shipped many sets to Texas customers. Good harness is always the cheapest harness in the end, and good harness is the only kind that can be purchased of Mr. Cameron. In material and in workmanship the product of his shop cannot be criticised. Mr. Cameron attends strictly to business, and he is a good, reliable citizen.

Send a copy of this edition to your friends in the East. Extra copies will be sent at this office at 10 cents per copy.

S. L. Kline.

One business in Corvallis has two nicknames. It is popularly known as the "White Store," and also the "Big, Busy Store." The proprietor, Mr. S. L. Kline, owns the handsome building which the store occupies, and of which a cut appears in this issue. This building has a 45-foot front and is 100 feet in length, and is crowded with one of the largest and most valuable stocks of goods in the Willamette Valley. It is on Second street and fronting on Madison street is Mr. Kline's large warehouse, 25x100 feet, and two stories high, filled with heavier articles of merchandise. The stock includes dry goods, clothing, furnishing goods, shoes, crockery, hats, groceries, hardware, trunks and valises; in fact, it is one of the modern department stores. Mr. Kline is also a big buyer of grain and wool. Six clerks are kept busy in this establishment. Twice a year Mr. Kline visits San Francisco and personally selects his stock. Mr. Kline is a native of Ohio, being born in Cincinnati, December 18, 1856. With his parents he came to Oregon in 1864, locating in Corvallis, where his father engaged in general merchandise business. S. L. Kline in 1882 succeeded to his father's business, then in the Fischer building, and later moved to the Kline building, now occupied by G. Stettler. September 1, 1890, he moved into his present handsome and commodious quarters. Mr. Kline is an alert and discerning man, takes a keen interest in public affairs, and is esteemed as a responsible and useful citizen.

M. Schmidt.

The jolly host of Corvallis' leading hotel, the Occidental, was born in Germany in the year 1843. He came to America in 1867. He was at San Francisco 15 years, during which time he was in business on a very large scale. He was one year in Portland and six years at Yaquina, and the past six years ne has spent in this city. Mr. Schmidt has been an extensive financial operator and occasional reverses have not blinded his eye for business. He is an ideal landlord, has never had cause to complain of lack of patronage. His dining-room has an established reputation. Mr. Schmidt's family, besides himself, and wife, consists of three boys and two girls. A cut of the hotel appears in another place. Mr. Schmidt owns the Corvallis street railway system.

Thos. Whitehorn.

The wooden building formerly occupied by Mr. Whitehorn, has been torn down and on the site is being erected a fine brick structure that will be a credit to the city and to Mr. Whitehorn's enterprise. Elsewhere in this paper is given a sketch and cut of this gentleman, who is accounted one of the solid men of business of this community.

Allen & Woodward.

In 1866, Allen & Souther started a drug store in Corvallis, at the corner where the Occidental hotel now stands. There are only two business men in the city who were in business here then—Mr. E. Allen and Gustave Hodes. Mr. E. Woodward, the present mayor of Corvallis, succeeded Souther in 1869, and the firm moved to Fischer's brick building. Messrs. Allen & Woodward are both skillful, careful and competent pharmacists, and with their complete stock of pure drugs they can give most satisfactory service in the compounding of prescriptions. The firm deals largely in paints and oils. They make a specialty of toilet articles. They carry a full line of stationery and books of all kinds. In school books and school supplies they cannot be rivaled, and students of either the public schools or of the Oregon agricultural college will find it profitable to call upon these gentlemen before purchasing their school outfit. The firm is a very substantial one and the members are among Corvallis' best citizens. In business or in private, their reliability is above question.

The Cash Store.

This business, while a comparatively new one, has forged to the front as one of the leading houses of Corvallis. It is conducted by Miss Emma Crawford and Mr. E. A. Crawford, and occupies a large room in the postoffice building. It makes a specialty of shoes and ladies' furnishing goods. The "Cash Store Shoes" have an established and permanent reputation in Benton county, for wearing quality, stylish appearance, comfortable fit and moderate price. The store is the shoe headquarters for college students. In its other lines the goods are fresh, seasonable and in the latest fashion. The proprietors are genial, pleasant and accommodating, and there is no hesitancy in recommending them to the trading public.

J. R. Smith & Co.

This firm has been established since 1892, and the senior member has been in business in Corvallis for over 10 years. The store is on the corner of Madison and Third streets. The firm carries a complete line of heavy and shelf hardware, tinware, etc. It deals extensively in farming machinery and implements, handling the famous Plano binders and mowers, Canton plows, Old Hickory wagons. The firm has the agency for the splendid and popular Victor bicycle. It employs competent tinners and plumbers and is prepared to do large or small jobs of plumbing, tin-roofing, etc. The members of the firm are active, substantial business men, honest in their dealings and thoroughly reliable.

First National Bank.

This splendid financial institution was first started as the Benton County bank, June 27, 1887, by M. S. Woodcock. It was succeeded by the First National bank, organized under the national banking system, which opened business on May 26, 1890. The officers and directors are: M. S. Woodcock, president; C. E. Moor, vice-president; Walter Wiles, cashier; George E. Lilly, assistant cashier; and John Wiles, director. The other stockholders are John Foster, estate of J. B. Lee, Peter Rickard and Martha Peet. Nearly all the officers, directors and stockholders of the bank are early pioneers of Oregon or native sons of the state, who have witnessed much of the transformation of our now beautiful state, from its condition of uncultivated and unimproved lands, with its wild grasses and grains and heavy forests of trees, to its present condition of improvement and advancement. John Wiles arrived in Oregon in 1847, a young man, and settled on the farm which is his present home, near Wells, this county. He has been pre-eminently successful as an agriculturist. C. E. Moor arrived in Oregon in 1851, settling first in Polk county, near Dallas, on his donation land claim. He taught school successfully and ably served that county as county judge. He conducted his farm on business and profitable methods. Later he purchased his present farm in this county, where he has since been an honored citizen. He was postmaster of Corvallis under the Harrison administration. George E. Lilly was born on a farm near Corvallis, in 1862, and continued there, except during the time he attended college, until he entered the service of the bank, about six years ago. Walter T. Wiles was born near Wells, on his father's farm, in 1860, and was a successful farmer for several years. He was afterward with Foshay & Mason, druggists, at Albany, and began his connection with the bank in 1890. M. S. Woodcock, to whose excellent management the bank owes its present splendid condition, is a man of unusually good business judgment, prudent and careful in all matters. He crossed the plains with his parents in 1853, locating in Lane county, Oregon. He removed to Monroe, this county, in 1859, and in 1869 came to Corvallis. He was in the hardware business for several years and at one time owned and edited the Corvallis Gazette. He was admitted to the Oregon bar in 1875, and engaged in active practice for 12 years. John Foster crossed the plains, arriving in Oregon in 1845, settling on his donation land claim in this county, south of Corvallis. He engaged in stock raising and farming on a large scale, and is one of our wealthier citizens. A sketch of Mr. Rickard appears elsewhere. Most of the gentlemen started with nothing but their bare hands and willingness to work. Their present prosperous condition has been brought about by their constantly applied industry, skill and perseverance, and their determination to be busy at some useful line of work. The bank's last report to the comptroller of currency showed the amount of deposits to be $155,233 61. The lawful money reserve in bank was $51,498 55, and it had in other banks, cash items, etc., $50,734 95. The loans and discounts footed up $69,974 02; stocks, etc., $24,666 47, while the banking-house, furniture and fixtures amounted to $14,313 85. These figures exhibit the safe and conservative methods of the institution. The bank is remodeling its large building on the corner of Madison and Second streets, and will this fall occupy as handsome and convenient quarters as any bank in the valley.

Other Business Houses.

Among the other business men of Corvallis are T. D. Campbell, second-hand store; Calvin Thresher, proprietor Hotel Corvallis; A. F. Hershner, M. J. Young and E. B. Horning, grocers; J. H. Harris, a prominent dry goods merchant, and George W. Henkle & Co., in the same line; D. C. Rose & Bro., cigar manufacturers; Phillips & Trask, photographers; J. C. Taylor, Charles. E. Hout and G. Stedtler, meat market; E. P. Griffoz and U. B. Vogle, jewelry; W. T. and C. E. Small, confectionery, etc.; Jesse Spencer, Bowers & Case, and R. L. Taylor, barbers; Miss May Warren and Miss Pernot, variety stores; R. M. Wade & Co., hardware and farm machinery, a branch of the well-known Portland house of the same name; Graham & Wells and Graham & Wortham, druggists; Mrs. J. Mason, Misses Johnson, and Misses Whitaker and Housley, millinery; J. T. Phillips, James Horning and Mr. Porter, blacksmiths; Cam. Hemphill, harness and saddles; George Bingham, soda water manufacturer; Al. Johnson, Kirk & Germanson, B. Woldt