

Splendid Steamboat and Steamship Service Maintained on the Columbia.

ANY years ago—nearly a quarter of a century—the O. R. & N. Company began doing a navigation business at Astoria, operating tow boats over the Columbia river bar for vessels carrying its export tonnage from the port of Portland. Ever since that time the company has been directly interested in the City of Astoria, and associated with its growth and progress. Today the O. R. & N. Company owns the largest dock in Astoria, and operates lines of river steamboats and ocean vessels that annually carry many thousands of dollars of business in and out of this port.

The company is represented at Astoria by Agent George W. Roberts and a regular dock and office force of about 12 men, and in busy seasons employs a large number of longshoremen, on its 1200-foot dock. This dock is the headquarters for the Portland-Astoria river boats, Hassalo and Potter, the steamship Breakwater operating between Astoria, Coos Bay and Portland, and the steamships of the San Francisco & Portland Steamship Company, including the Costa Rica, City of Panama, Senator, and the company's newly equipped boat the Rose City, formerly known as the United States transport Lawton.

The Breakwater, commanded by Captain Macgenn, makes a round trip once a week, carrying merchandise to, and coal from Coos Bay, and does a good passenger business. The ship accommodates about 150 stateroom passengers, and gives excellent service. The San Francisco-Portland line ships make round trips once in six days, and gives Astoria the advantage of frequent and regular connection with large cities at each end of the line.

The towage service of the O. R. & N. is at present supplied by two bar tugs, the Tatoosh and the Wallula, and three tow boats, the Harvest Queen, Oklahoma and Elmore, for river service between Astoria and Portland. In 1906 the Astoria boats took out of the mouth of the Columbia river 5,478,000 bushels of wheat, exported foreign; and 1,480,000 bushels sent coastwise. The business of the year just closed will foot up a substantial increase over the preceding year. Cargo shipments of lumber out of the mouth of the Columbia have grown in the last few years in the following ratio: 113,427,000 feet in 1904; 189,976,000 feet in 1905; 240,902,000 feet in 1906.

River boats of the O. R. & N. Company that ply between Astoria and Portland annually carry thousands of tourists, in addition to the business travel. The trip is one of the most beautiful to be found anywhere in the world, and these boats have made it a popular one. The steamer T. J. Potter, perhaps the most palatial of the O. R. & N. Company's river boats, last year carried 20,000 passengers. This boat only operates during the summer excursion season. The steamer Hassalo is the regular carrier all the year round, and transports both passengers and freight. This boat runs on regular schedule, and never misses a trip, making one round trip daily, a total of 200 miles. The Hassalo last year traveled 60,000 miles, a record seldom equalled by a railroad locomotive. The distance of 100 miles between Portland and Astoria is covered, with 23 landings made each way. The boat leaves Portland 8 p. m., arriving at Astoria at 4 p. m.; and on the return trip leaves Astoria at 7 a. m.

Captain Conway, superintendent of water lines, has had charge of the river service for the last 10 years. Charles F. Overbaugh is assistant superintendent. The company also operates the steamer Naheotta between Astoria and Ilwaco, for accommodation of the beach resort traffic and commercial business of points tributary to Astoria. An extension of the Ilwaco Railway & Navigation Company, owned by the O. R. & N. Company, will be completed this year, after which the

Naheotta will operate between Astoria and Knappton. The boat has a passenger carrying capacity of 200. It will be completely overhauled in anticipation of increased business.

VANCOUVER TRANSPORTATION COMPANY.

Another unflinching and altogether adequate line of water communication between Astoria and the interior of Oregon, centering at Portland, is via the famous old "Kamm" line of steamers, known to the commercial world as the Vancouver Transportation Co., owned and operated by Jacob Kamm, of Portland, one of the veteran steamboat men of the Northwest, who, even at the hearty age of four score years, is still at the helm of the lines he founded nearly 40 years ago, conducting them with an eye single to success, and succeeding admirably.

The principal steamers of his fleet are the Lurline and the Undine, which while not sister-ships, are closely allied in construction and tonnage and as busy from one year's end to the other, as any craft in the Northwest. The Undine adheres regularly to the Vancouver and up-river runs, while the Lurline is the flagship of the service on the lower Columbia and Astoria run, and both boats are part and parcel of the history of the State and inseparable from the great records of the Columbia river freight and passenger traffic.

Day after day, year after year, since the spring of 1878, the Lurline has swung down from the metropolis through the day and docked at Astoria her customary few hours, going back up the river during the night; and doing business at scores of places along the beautiful banks of the Columbia and the Willamette, until she has become a veritable institution in that compass and would be sorely missed if anything happened to oust her permanently. Her hull was rebuilt in 1899, and she is still counted among the fastest and most comfortable of the packets engaged on the river.

Captain James T. Gray was her first master and served the people and his company with fine faith and success for years; and was succeeded by her late master, Captain W. E. Larkins, one of the most popular men in his profession in the Northwest. He dropped dead at the wheel of the Lurline on January 27th, last, to the sorrow of a state-wide host of friends, and was succeeded by Captain Zumwalt. These men are keeping alive the fame of the popular Lurline and making new history for her all the time, the most of it of the most appreciable sort.

Such a fixture has this packet become on the Columbia that it would be hard to think of the Portland-Astoria run without her, for no craft has ever maintained so long and regular a service as she has on this river. Captain Gray now occupies the important post of secretary of the Vancouver Transportation Company.

Prominent Business and Commercial Interests of the City of Astoria.

TROY LAUNDRY.

This plant is the successor of the old Columbia Steam Laundry, the pioneer steam laundry of the city, whose business and plant was purchased about four years ago when the new company erected a much larger building at Tenth and Duane streets, and installed the latest patterns of laundry machinery. Under the experienced management of John Tait, assisted by H. Goodall, the superintendent, probably the most capable men in this line in Oregon, the business has grown rapidly and four washers and two extractors are in operation, and a force of 30 to 35

men and girls are employed. Three wagons are used for the accommodation of city patrons, and parcels being called for and delivered daily. Considerable work is received from out of town and these packages receive the best of attention. The management uses special care to avoid injury to clothes, and girls are engaged to make repairs, and the service rendered by the company is much appreciated by the people of Astoria. The Troy Laundry is a branch of the Portland Troy Laundry, also managed by Mr. Tait, and there is no better steam laundry in Oregon than the Troy in Astoria.

J. A. GILBAUGH & CO., Funeral Directors.

Mr. Gilbaugh, undertaker and embalmer, whose perfectly arranged establishment is at the corner of Twelfth and Duane streets, is peculiarly fitted for the profession, and every detail of the business receives his personal attention in which he is assisted by an experienced lady attendant. His establishment includes a chapel, where services may be held, a metal receiving vault, a room entirely sealed by cement, used for a morgue, and several small rooms in which as many as 50 caskets of modern pattern are kept in stock, including couch caskets of costly finish and those of cheaper grades. Mr. Gilbaugh has had years of experience in some of the largest undertaking establishments throughout the country, having been six years with J. P. Finlay & Son, well known undertakers in Portland. He has made a thorough study of embalming, having taken a special course in a medical school in San Francisco, and his work in this line does not show decay after years have passed. Mr. Gilbaugh is an active worker for Astoria and his standing is excellent.

WM. C. A. POHL, CORONER.

Mr. Pohl is a native of Germany and came to this country with his parents when he was 10 years old, locating in Astoria the same year. He attended the public schools, and at the age of 18 went to work as a clerk in the postoffice. He stayed there six years and rose to the position of assistant postmaster and resigned to accept a position in a Portland undertaking establishment where he learned every branch of the business, and returned to Astoria and bought out the only undertaking establishment then in the city. In 1892 he was elected county coroner, a position he has filled ably ever since. His establishment at 189 Eleventh street is complete in every detail, a chapel 30x100 feet being provided for services, and the arrangement is such that those who attend the services pass almost directly from the street to the chapel. Mr. Pohl is recognized as one of the most skillful embalmers in the State, and his services are in demand by the best people of Astoria and vicinity.

JOHN A. MONTGOMERY, Plumber.

Mr. Montgomery has resided in Astoria all his life, and for 20 years has conducted his present establishment, located at 425 Bond street. Starting in a small way his business has thrived owing to his painstaking efforts, and thorough knowledge of every branch of the work. He has fitted out many of the best houses in

the city with all their plumbing, heating and gas arrangements, and was selected to do all such work on the hospital and the new court house, and is usually employed on most of the big contracts in Astoria and the surrounding country. His shop is one of the largest in the city, and is stocked with all kinds of fittings required in work in this district, including porcelain bath tubs, sinks and all kinds of plumbers' tools and supplies. Mr. Montgomery is in the prime of life and personally superintends all the work turned out in his shop. He is a practical man and belongs to that class of business men who keep thoroughly abreast of the times. It is business houses of this character which have given Astoria the reputation of being one of the most progressive cities in the Northwest.

W. N. SMITH.

Astoria is the home of some of the most experienced and capable plumbers in the State, and one of the leading of these is W. N. Smith, whose establishment is located at 615 Commercial street. Mr. Smith has resided in Astoria many years, and for 12 years has conducted his own plumbing establishment. His cardinal principle has been to do what he has to do, well, and his workmanship is neat and his businesslike way of attacking every job enables him to do it quickly and thoroughly, yet cheaply. He does a large part of the tinning, sheet iron and copper work of the large buildings in the city, and is now engaged on the plumbing work for the Taylor school, and also has the contract for the work in the big brick building on Bond street. He has managed each job successfully and employs a force of three skilled assistants. Mr. Smith has won the respect of the community, and is a loyal supporter of every movement to better conditions in the city and make it a more desirable place of residence and for investment.

J. H. HANSEN, PLUMBER.

Mr. Hansen, who has resided in Astoria the greater part of his life, has been engaged in his present occupation for 23 years, and does careful work, giving prompt attention to all orders and sparing no pains to fill every contract in a satisfactory manner, and is considered one of the best plumbers in the city. His business has grown steadily and he now employs five or six expert assistants. His specialty is piping gas-line launches, and no more competent man can be found to do all kinds of tinning, plumbing and gas and steam fitting in any home or office building.



OREGON'S OPPORTUNITY

COLONIST RATES from all parts of the United States and Canada to all parts of Oregon and the Northwest, will be again put into effect by

The Oregon Railroad & Navigation Co.

Southern Pacific Company

(LINES IN OREGON)



MARCH 1, 1908

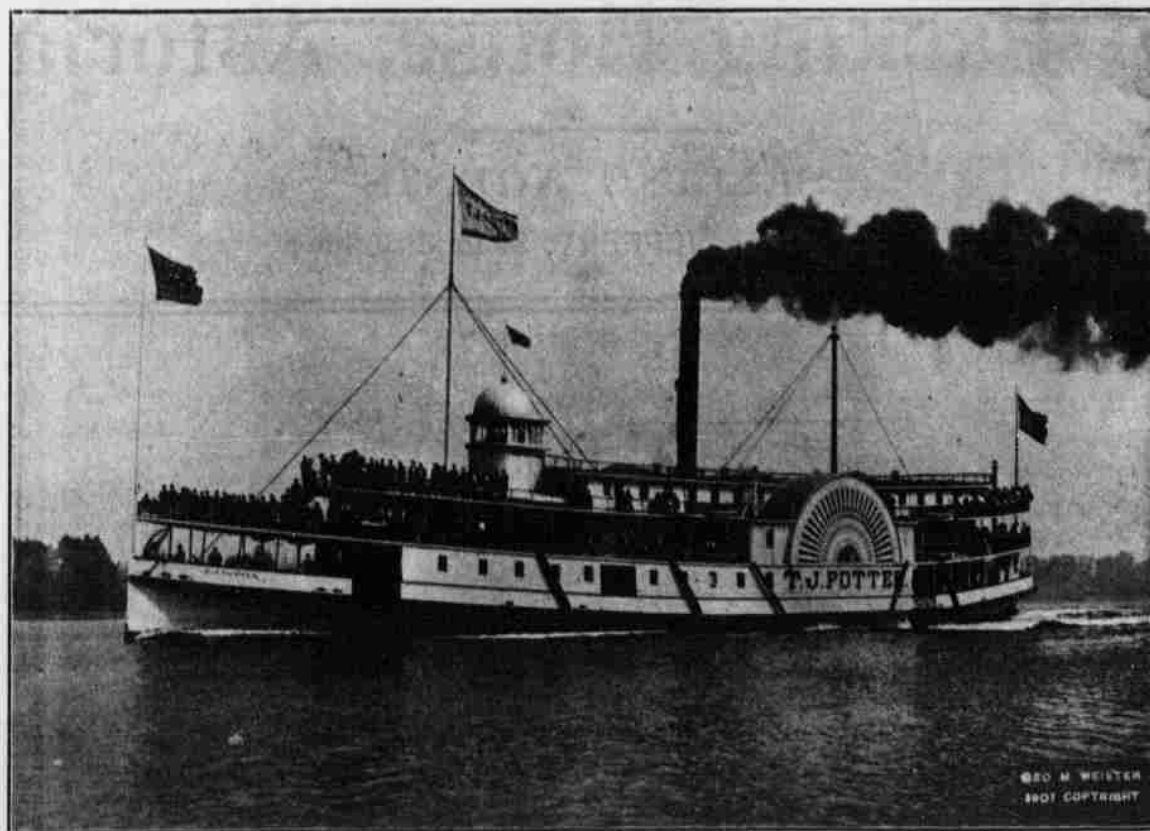
AND WILL CONTINUE DAILY THROUGHOUT MARCH AND APRIL

From the Principal cities in the Middle West the rates will be as follows:

- Chicago - - - \$38
- St. Louis - - - 35
- Kansas City - - - 30
- Council Bluffs - - - 30
- Omaha - - - 30
- St. Paul - - - 30

Corresponding rates from all other Eastern points. Stopovers at pleasure at all points in Oregon.

The Colonist Rate is the greatest of all home-builders. Oregon has unlimited resources and needs more people who desire homes and larger opportunities.



O. R. & N. CO.'S STEAMER T. J. POTTER.

Oregon people can accomplish splendid results by heralding this opportunity to all the world. Send Oregon literature, giving good, reliable information about the state, far and wide. Call on the above railroads for it if necessary.

Fares Can Be Prepaid

Here at home if desired. Any agent is authorized to accept the required deposit and telegraph ticket to any point. Call on any O. R. & N. or S. P. Agent, or address

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