

GRAIN ELEVATORS.

Seven Reasons Given Why Farmers Will be Greatly Benefitted by the Elevator System.

Mr. E. C. Michener, representative of Peavey & Co., who will build grain elevators at the most prominent points on the line of the O. R. & N., has furnished the following information to the press as to why the elevator system in use by Peavey & Co. is the best for handling grain:

"Is it your intention to confine your business to grain only?"

"No; we shall build coal houses at such points as the necessities of the trade demand."

"Did you have sufficient talk with the people of the interior towns to ascertain their sentiments concerning your enterprise?"

"At some places I had an opportunity to get the views of the people, and with few exceptions they heartily favor it. Some, and naturally so, from the fact that the proposed method is such an innovation, are skeptical. Farmers in every community express much satisfaction, because they recognize at a glance some of the advantages which our system will present (and which the most skeptical admit) over the old method."

"For the information of those interested, will you please state just what advantages your system will offer to the farmer and grain dealer?"

"Well, in the first place, the farmers will derive benefit by a system of established grades, thus enabling us to pay, because of the clearing facilities which we will have at Portland, nearer to the true value of his grain than if we did not possess such facilities."

"Secondly—There is by the present method a heavy wastage caused by sacks bursting while in transit or in warehouse, as well as a large shortage by sacks dropping off or disappearing in some manner, when transported on flat cars, (and it is on these cars a large proportion of the grain is marketed.) There is also a loss from grain becoming wet when shipped on flat cars, and somebody has to stand all these losses. All of our grain will be shipped in sealed box cars, thus insuring the safe delivery as to condition of the quantity and grade loaded."

"Thirdly—At the present time the farmer sacks his grain, and sometimes leaves it in the field so long that many sacks get sunburned, which causes them to easily burst open, and renders them valueless. Another large loss occurs through the prevailing custom of 'bleeding,' that is cutting open bags as they are loaded in ships, in order to allow the loose grain to fill in between the bags to make the cargo more compact. Bags cut in this manner, and those that are sunburned, are worthless, which loss someone has to stand, and who but the farmer in the end. Such portion of a cargo as has to be loaded loose we will be able to supply through spouts from our elevator, thus doing away with the necessity of 'bleeding' bags, which will cause the exporter to realize more on this portion of the cargo, and necessarily enable him to pay the country merchants more for the wheat."

"Fourthly—By being able to deliver grain in bulk a farmer is not obliged to invest hundreds of dollars in sacks each season. For two cents a bushel he can build a granary which will last him years, and by having a few seamless sacks he can house and haul his crop to market for a small fraction of his present outlay. His seamless bags will last for years, if properly taken care of."

"Fifthly—It has frequently occurred that farmers could not sell their grain, if below the standard quality, until the country merchant shipped it to market and learned what it graded. Such conditions might impose great hardship, not only on the farmer, but the merchant as well, should it occur that the railroad could not furnish cars fast enough to move the crop as marketed, which frequently occurs with every railroad in the country. With us a farmer will always be able to get an elevator ticket for a specified grade which the elevator will always be ready to buy should others at that particular time, for any reason whatever, not feel disposed to purchase. And in the event of our becoming blocked through inability to ship as fast as necessary, we shall be in a position to contract with all responsible parties for any grain they may, by reason of favorable prices, desire to sell, delivery to be made as soon as we might be able to receive it. This is a very important feature of our business as conducted in the States of Minnesota, Iowa and Nebraska, and possesses many advantages for the farmer. Whether the conditions in this country are such that farmers will wish to avail themselves of such an opportunity, I am not fully prepared to state."

"Sixthly—The fact that all grain in our possession will be fully protected from the weather will of itself give confidence to holders of the elevator company's receipts and make them more negotiable. Of course I recognize the fact that the negotiability of the company's storage receipts will depend upon the degree of confidence that the various communities have in our financial responsibility. This can be readily determined by investigating us, which, without question, every banker and merchant with whom we come in contact will do."

"Seventhly—At present many country merchants have been unable to sell their wheat just when they wished to, because the exporter either did not know when delivery to him would be made, or from the fact that the grain might deteriorate in quality before its delivery, exposure to the elements, or because the city merchant desires to have the railway company's receipt before making advances."

"The first objection we hope to overcome by always having a stock on hand in our terminal elevator, ready to put aboard ship when ready to receive its cargo. I have already stated how we can meet the other objections."

A proposition has been made to establish a furniture manufactory in Salem. The people are asked to give \$5000.

HOME OFFICE.

Columbia Fire & Marine Insurance Company
Portland, Oregon.

OFFICERS.

- FRANK DEKUM President.
- W. K. SMITH Vice President.
- J. A. CHILD Secretary and Manager.

DIRECTORS.

- D. P. THOMPSON Portland, Oregon
- FRANK DEKUM Portland, Oregon
- W. K. SMITH Portland, Oregon
- JOHN DONNERBERG Portland, Oregon
- JACOB WORTMAN McMinnville, Oregon
- R. M. WADE Portland, Oregon
- A. H. BREYMAN East Portland, Oregon
- JOHN B. DAVID Portland, Oregon
- W. B. HONEYMAN Portland, Oregon
- GEORGE H. WILLIAMS Portland, Oregon
- E. S. KEARNEY Portland, Oregon
- WALTER F. BURRELL Portland, Oregon
- SAM P. STURGIS Pendleton, Oregon
- T. L. CHARMAN Oregon City, Oregon
- JOHN A. CHILD Portland, Oregon
- JAMES F. WATSON Portland, Oregon
- W. H. WALKER Portland, Oregon
- ASAH BUSH Salem, Oregon
- H. THIELSEN Portland, Oregon
- GEORGE B. MARKLE, JR. Portland, Oregon
- W. T. WRIGHT Union, Oregon
- R. L. DURHAM Portland, Oregon
- CHAS. A. ALISKY Portland, Oregon
- I. W. CASE Astoria, Oregon
- J. E. SMITH Portland, Oregon

READ THIS!

It is of interest to Every Taxpayer in Oregon.

DEAR SIR: Would say in reply to yours of even date that the sum of \$77.00 paid to me by the Columbia Fire and Marine Insurance Company, of Portland, Oregon, for School Tax in District No. 1, represents more money than paid to this office by all the Foreign Insurance Companies doing business in this city.

FRED A. DALY,
School Clerk District No. 1.

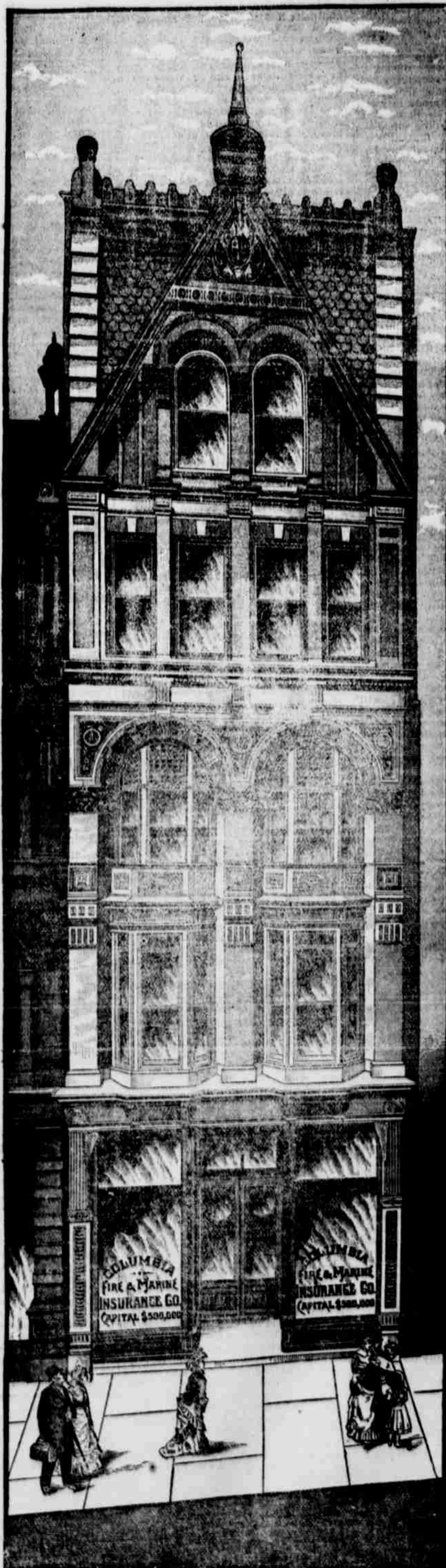
THIS PROVES OUR ASSERTION

That to protect yourself you should give your Insurance to the Columbia Fire and Marine Insurance Company, of Portland, Oregon—organized under the laws of Oregon. Has a guaranteed capital of \$500,000 for your protection, which is ten times the amount of deposit required of Foreign Companies, who pay NO TAXES, and SEND ALL THE PROFITS OUT of the State, thereby increasing your taxes. Think of this and give our Company a part of your INSURANCE.

Yours, respectfully,
JOHN A. CHILD, Secretary.

Office: Second St. Next Door to Child's Drug Store

Subscribed Capital, \$500,000.



LIST OF STOCKHOLDERS

Columbia Fire and Marine Insurance

Of Portland, Oregon. Capital Stock, \$500,000.

- D. P. Thompson, President Commercial National Bank, Portland, Oregon.
- Frank Dekum, Pres. Portland Sav'gs Bank, Portland, Oregon.
- W. K. Smith, Vice-Pres. Ainsworth Nat'l Bank, Portland, Oregon.
- E. S. Kearney, Capitalist, Portland, Oregon.
- Jacob Wortman, Pres. First Nat'l Bank, McMinnville, Oregon.
- R. M. Wade, Vice-Pres Knapp, Burrell & Co, Portland, Oregon.
- John Hale, Railroad Contractor, Palsee Hotel, S. F.
- R. M. Steele, Capitalist, St Johns, Mich.
- C. A. Dolph, Attorney-at-law, Portland, Or.
- John Donnerberg, Plumber, Portland, Or.
- John B David Northwest Coal and Transfer Co, Portland, Or.
- W. B. Honeyman, Capitalist, Portland, Or.
- J. E. Smith, Contractor, Portland, Or.
- A. H. Breyman, Pres First Nat'l Bank, East Portland, Or.
- John Sommerville, Merchant, East Portland, Or.
- G. P. Rummelin, Furrier Merchant, Portland, Or.
- John A. Honeyman, Honeyman Bros' Foundry, Portland, Or.
- Geo. H. Williams, Ex U. S. Att'y Gen'l, Portland, Or.
- C. C. Beekman, Banker, Jacksonville, Or.
- Walter F. Burrell, Capitalist, Portland, Or.
- S. P. Sturgis, Cashier First Nat'l Bank, Pendleton, Or.
- T. L. Charman, Druggist, Oregon City, Or.
- H. H. Northrup, Attorney-at-Law, Portland, Or.
- John A. Child, Druggist, Portland, Or.
- James F. Watson, Attorney-at-Law, Portland, Or.
- Virginia Watson, Portland, Or.
- Frederick Bickel, Capitalist, Portland, Or.
- Staver & Walker, Agricultural Implements, Portland, Or.
- Levi Ankeny, Pres First Nat'l Bank, Walla Walla, W. T.
- W. H. Stine, Cashier First Nat'l Bank, Walla Walla, W. T.
- A. R. Buford, Ass't Cashier First Nat'l Bank, Walla Walla, W. T.
- I. K. G. Smith, Merchant, Portland, Or.
- J. S. White, McMinnville, Or.
- Charles B. Durhkoop, Manufacturer, Portland, Or.
- J. C. Moreland, Attorney-at-Law, Portland, Or.
- Louis Sohns, President First Nat'l Bank, Vancouver, W. T.
- R. L. Durham, Cashier Commercial Nat'l Bank, Portland, Or.
- S. A. Durham, Washington county.
- Mary B. Spiller, Eugene City, Or.
- C. A. Alisky, of Alisky, Baum & Co, Confectioners, Portland, Or.
- Asahel Bush, Banker, Salem, Or.
- H. Thielson, Director Oregon National Bank, Portland, Or.
- H. E. Johnson, Banker, Walla Walla, W. T.
- H. C. Allen, with Snell, Heitshu & Woodward, Portland, Or.
- Geo. B. Markle, Vice Pres. Oregon Nat'l Bank, Portland, Or.
- E. L. Eastham, Manager Bank of Oregon City, Oregon, Or.
- H. C. Stevens, Railroad Agent, Oregon City, Oregon, Or.
- W. T. Wright, Cashier First National Bank, Union, Or.
- L. L. McArthur, U. S. District Attorney, Portland, Or.
- Bamford Robb, Grain Dealer, Pomeroy, W. T.
- C. E. Smith, Capitalist, Portland, Or.
- S. G. Crandall, Cashier First Nat'l Bank, Pomeroy, W. T.
- E. L. Canby, Cashier First Nat'l Bank, Vancouver, W. T.
- I. W. Case, Banker, Astoria, Or.
- Clopton & Jackson, Insurance Agents, Pendleton, Or.
- John Wortman, Cashier First Nat'l Bank, McMinnville, Or.
- H. C. Wortman, Ass't Cash'r Com'l Nat'l Bank, Portland, Or.
- W. H. McCoy, Druggist, Spokane Falls, W. T.
- Rufus Mallory, Attorney-at-Law, Portland, Or.

Subscribed Capital, \$500,000.

Clopton & Boyd, Agents, East Oregonian Building, Pendleton, Or.