

PRINTERS INK

There is a host of men who boast of powder, cotton, sea-salt, but every hour the mighty power of Printers Ink is seen. It moves the world as readily as does some mighty thing, and men proclaim in desolate ways that printers ink is king.

AS OTHERS SEE US.

What the West shone has to say of Albany and Linn County.

Among the growing towns of Oregon, none occupy a more prominent position than Albany, the chief city of Linn County. Its selection by the Oregon Pacific as its point of junction with the Oregon & California, and the site for large round houses, which are in construction, has drawn much attention to its advantages as a business point. This distinction has not fallen upon Albany unearned, but is the result of the enterprising spirit of its citizens, who have subscribed liberally to induce the Oregon Pacific to bridge the Willamette at that point and make the city its chief center of traffic on the east side of the river. The same spirit of enterprise is shown in other directions, and is bearing fruit in the prosperity and rapid growth of the community. The Oregon Pacific's how being operated fifteen miles east of Albany, and is under contract for construction beyond the summit of the Cascades. Another year will see it as far east as Snake River, and before a second shall roll around. It will meet at Boise City, another road from the east, making one more transcontinental route. Albany will then be the place where freight and passengers by this new line will connect with lines reaching points both north and south, and will, of necessity, become of great importance in the transportation system of the coast. The city now has a population of three thousand, which will, by the time the road is completed, have increased fully twenty-five per cent. Albany is well built up with substantial business structures, and many neat and even handsome residences. The country buildings are brick structures, and cost about \$50,000. Business in all its branches is well represented, and is increasing yearly in volume. One of the best water powers in the west, the Santiam river, supplies an abundance of power for manufacturing, which is already utilized by a number of industries, chief among which is the large Red Crown mills of Isom, Lanning & Co., a complete roller mill, manufacturing standard shipping brands of flour. As a manufacturing point, Albany possesses many advantages of location, because of its situation at the junction of two great railroad lines. It will have a direct outlet by rail to Eastern Oregon and beyond, to all points south and north, and to the two shipping ports of Yaguina and Portland. Within easy reach are vast forests of fir, cedar, and groves of alder, oak, maple and cottonwood. Thousands of sheep are at hand to supply wool of the finest grade, while cereal, fruit and vegetable products are obtainable in unlimited quantities. From the very nature of things, Albany must become an important manufacturing and business community. A glance at the surrounding and tributary country will give a good idea of the city's position. Much of the region west of the Willamette is directly tributary to the city by boat, rail and wagon; but its leading territory is the county of Linn, one of the largest, most prosperous and populous in the state.

Linn county extends from the Willamette river to the summit of the Cascade mountains, and lies between Marion and Lane counties on the north and south, having Benton for its neighbor west of the river. In its area of about twenty-four hundred square miles, it embraces bottom lands, high prairies, foothills and mountains, having the most extensive prairies in the Willamette valley. The best agricultural part of the country is a strip, or belt, bordering on the Willamette river, an open, fertile prairie region, thickly settled with farm families. This belt is from twelve to twenty-five miles wide, and is one of the finest wheat and oat growing regions in the state. East of this is a belt from ten to twenty miles wide, which is hilly and undulating, diversified with small valleys, in which are many quiet, pleasant homes. The uncultivated lands are, for the most part, covered with brush and timber, such as oak, fir, ash and maple, the next belt, comprising the remainder of the county, and extending to the summit of the Cascade mountains, is a mountainous region, almost wholly unsettled, and, in fact, generally unfit for settlement. It is covered with large forests of the timber, which, in time, will become extremely valuable. The entire county is finely watered by great streams, of which the principal ones are the Willamette river, North Santiam and South Santiam. Besides these, there are numerous small streams, all rising in the Cascade mountains, and emptying into the Willamette or its tributaries. The water in these streams is clear and pure, and furnishes abundant water power for manufacturing purposes. The Oregon California R. R. enters Linn county on the north, about six miles east of the Willamette river, and runs about ten miles south to Albany, and thence south in Albany about thirty-two

miles to Harrisburg, a mile above which points it crosses the Willamette, and passes on south through Lane county. There is a branch road from Albany east to Lebanon, a distance of fifteen miles, which connects with the narrow gauge road running west of, and parallel to, the Oregon & California. The Oregon Pacific is being constructed eastward through the mountains. These roads, with the Willamette river, afford transportation facilities both by rail and boat. As in other countries in the valley, the vacant government land is confined almost exclusively to the foothills and mountains. Improved lands in the valley section can be purchased at prices varying from \$15.00 to \$40.00 per acre, though many farms would, if sold at all, command a higher figure. The desirable land in the foothills, and in sections more removed from market and transportation, can be purchased at from \$5.00 to \$25.00 per acre. There is considerable land well adapted to hop culture, and that industry has already taken a strong hold upon the country. The Oregon Pacific is opening up a strip of comparatively unsettled land, which will soon be occupied and rendered among the county. Much of this is government and railroad land, to be had on easy terms, and all will be directly tributary to Albany when brought under cultivation.

THERE'S HOPE FOR EVERYONE.

The following bits of history show that the early life of many of our public men was not spent on flowery beds of ease: Zeb Vance was a hotel clerk. Senator Pumb was a type setter. Pitt, of Illinois, was a stenographer. Boutele, of Maine, was a sea captain. Pumb, of Illinois, was a grocery clerk. Guenther, of Wisconsin, was a druggist. Romeis, of Ohio, was a baggage master. Gen. Patrick Collins was an upholsterer. Deacon White, of New York, was a miller. Secretary Bayard was a clerk in New York. Bourke Cochran used to be a school teacher. John D. Long was a country school teacher. Paddock, of New Jersey, was a civil engineer. S. Victor General Jenks used to be a surveyor. Pennington, of Delaware, was a school teacher. Speaker Currie was a county school teacher. Smith, the Milwaukee member is a millwright. Judge Kelly, father of the house, was a jeweler. Tom Reed, of Maine, was paymaster in the navy. Dougherty, of Florida, was a sailor before the mast. Anders, of Kansas, was a Presbyterian clergyman. Judge Chipman of Michigan, was a mine prospector. Senator Keena was once a coal miner at \$1.20 a day. Senator Pasco was a school teacher at \$40 a month. Leland Stanford was a country lawyer in Wisconsin. Senator Morrill, of Vermont, kept a country grocery store. Ben Butterworth used to be a plantation boss in Virginia. James B. White, of Indiana, was a calico printer and tailor. Senator Daves was a school teacher and country editor. Taulbee, the tall Kentucky member, was a divinity student. Delegate Cain, of Utah, was many years a theater manager. Robertson, the new Louisiana member, is a college professor. Justice Batchford was Gov. C.H. Searwits private secretary. Capt. Dunham, the Chicago member, was an insurance agent. Civil Service Commissioner Oberly was a Chicago Times reporter. Senator Cullom was famous as a corn husker in early days in Illinois. Congressman Osterweis was principal of a city school five years ago. John Lund, a Minnesota congressman, used to run a threshing machine. Judge Tansy, a Michigan congressman, was a steamboat engineer. Senator Stewart of Nevada mined with a pick and shovel in California. W. H. P. Lee, son of Robert E. Lee, and now a congressman, is a farmer. Senator Sawyer "bought his time" when 18 years old and ran a sawmill. Darlington, a Pennsylvania member, was a reporter on Philadelphia dailies. Clinton R. Breckenridge was the ways and means committee of a bookkeeper. Felton, the California multi-millionaire, was a chore boy on a farm in Erie county, N.Y. John McShane, the millowner Omaha congressman, was a cowboy without a cent in 1871. Bacerof, the historian, once thought of entering the ministry and preached several sermons. Samuel J. Randall, whom no body supposes had a war record, was a private in a company of cavalry. Senator Jones of Nevada was a

gold prospector in California in '49, and sheriff of Tuolumne county later. Silas Hare, a Texas member, was a jayhawker chief justice of New Mexico under the confederate government. Justice Bradley taught a district school every winter from his 16th to his 21st year and was for some time a surveyor. Congressman Farquhar was a type setter, and the first president of the first typographical union in the United States. Senator Riddleberger has been editor of three papers, the Shenandoah Democrat, the Teuton, Legion and the Virginia Democrat. Senator Dolph was an orderly sergeant in a company raised to protect settlers crossing the plains in 1862 from attacks of Indians. President Cleveland once compiled the American Herd Book and received \$50 for the service. For a time he managed a hotel. Senator Blodgett, of New Jersey, was a locomotive engineer. His predecessor, Gen. Sewell, was once a sailor before the mast. Frank Lawler, another Chicago member was a brickmaker, a news agent, learned the ship carpenter's trade, and is now a saloon keeper. Senator Sablin, with his trousers tucked in his boots, used to stand on the streets of Springfield, Mass., all day to sell cordwood that he had chopped and hauled twelve miles. George West, now a millionaire congressman from New York, was a journeyman paper maker when paper was made by the old fashioned hand process. He recently bought the mill in England where he learned his trade.

and thousands of papers were sent eastward by those interested in the country, then the people became enthused with a desire to see the land of such promising future, and straightway the rush began, and with what result we all know. Oregon in many respects is the peer of California. All that is required to give us an era of prosperity like her's, is for our vast resources, our latent wealth and our future possibilities to be made known. There is no way of making this known in so trustworthy a manner as through the columns of the local press. If advertisements of real estate were properly inserted, and extra copies subscribed for and circulated through friends, and at hotels and public places throughout California and the east, it would do more to induce immigration to Oregon than any other means that could be employed. Dreams do not grow spontaneously, they must be made.

Oregon Views,

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First-class steamship line between Yaguina and San Francisco, connecting at Yaguina with the track of the Oregon Pacific Railroad Company. SAILING DATES. FROM YAGUINA. Willamette Valley, Tuesday, Dec. 15. Eastern Oregon, Wednesday, Dec. 16. Willamette Valley, Thursday, Dec. 17. Eastern Oregon, Friday, Dec. 18. FROM SAN FRANCISCO. Willamette Valley, Friday, Dec. 9. Eastern Oregon, Saturday, Dec. 10. Willamette Valley, Sunday, Dec. 11. Eastern Oregon, Monday, Dec. 12. The company reserve the right to change steamers or sailing dates. S. B. Ross, Gen'l Mgr. & P. Agent, 394 Montgomery Street, San Francisco, Cal.

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FARM IMPLEMENTS. -OF EVERY DESCRIPTION- HARDWARE. Stoves and Tinware. PORTLAND PRICES. CALL AND SEE US. E. NELSON, Shields, Oregon. 1000 MEN ARE WANTED TO EMPLOY themselves at five cents per sheep or at M. Peysers.

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G. L. BLACKMAN

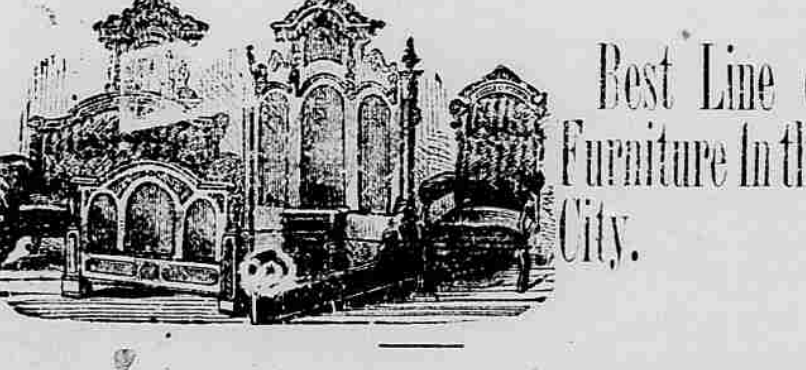
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