

SHIP ROYAL FORTH.  
Length 329 Feet  
Draft 23 Feet, 6 inches  
Gross Tonnage 3130  
Loaded with wheat  
at Portland, October  
1899.



TRANSOAK LEAVING PORTLAND  
FOR THE PHILIPPINES

MT. HOOD.  
From Mountain View,  
28 miles East of Portland.

THIRTYFIFTH REGIMENT EMBARKED AT PORTLAND FOR THE PHILIPPINES,  
OCTOBER 4, 1899.

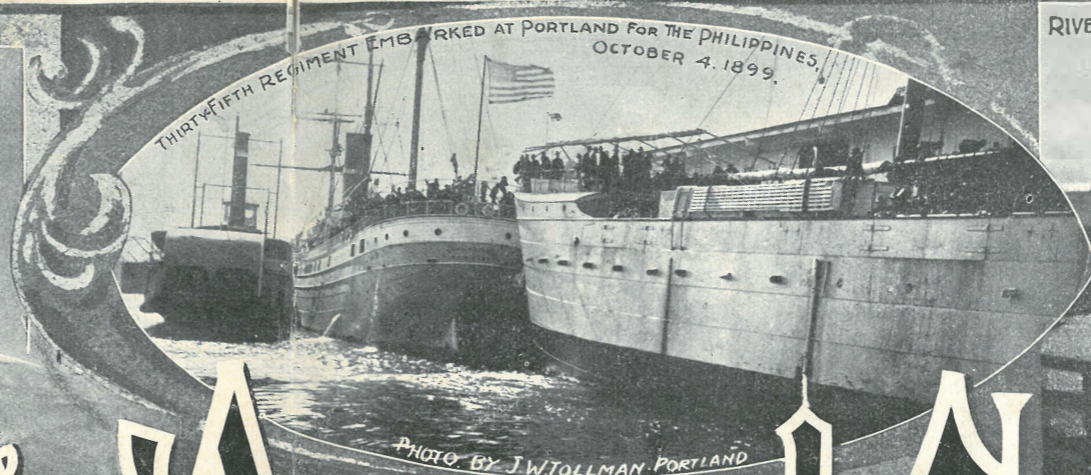


PHOTO BY J.W. TOLLMAN, PORTLAND

RIVER STEAMERS  
At Wharves Near the  
Morrison Street Bridge.



# THE Oregonian's Annual Number.

LAST FAREWELL OF THE THIRTYFIFTH.



PHOTO BY J.W. TOLLMAN, PORTLAND

H.L. PITTOCK, Manager. H.W. SCOTT, Editor.

## Morning Oregonian

BRITISH COLUMBIA  
MONTANA  
WASHINGTON  
IDAHO  
OREGON

PORTLAND TO SPokane 374 MILES  
PORTLAND TO HELENA 788 MILES  
PORTLAND TO BOISE CITY 906 MILES  
ASTORIA 120 MILES  
ASTORIA 120 MILES

POPULATION  
PORTLAND (OFFICIAL) 81,342  
PORTLAND'S SUBURBS 17,800  
STATE (OUTSIDE OF PORTLAND) 275,000  
WASHINGTON 375,000  
IDAHO 100,000  
WESTERN MONTANA 90,000  
BRITISH COLUMBIA 175,000  
TOTAL 1,114,142

The Oregonian  
IS THE ONLY PAPER OF  
GENERAL CIRCULATION  
IN THIS ENTIRE FIELD  
A CASE WITHOUT A  
PARALLEL IN THE ANNALS  
OF AMERICAN JOURNALISM

E.G. JONES.  
IN CHARGE OF ADVERTISING  
THE SC. BECKWITH, SPECIAL AGENCY.  
EASTERN AGENTS  
THE TRIBUNE BUILDING  
NEW YORK.  
THE ROOKERY,  
CHICAGO.

1900.



ANCHORAGE GROUNDS, LOWER HARBOR.

PORTLAND'S HARBOR. Looking North From Steel Railroad Bridge.

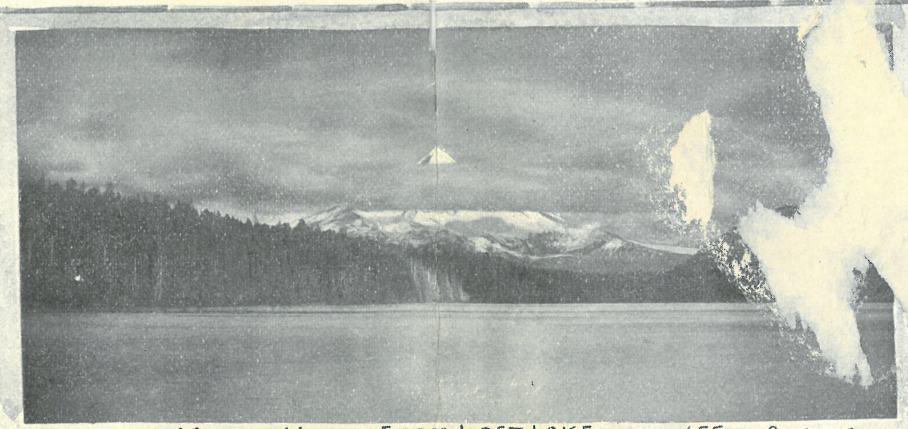
PHOTO BY L.J. HICKS, PORTLAND.

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MOUNT HOOD FROM VANCOUVER, WASH.  
PHOTO BY L. J. HICKS, PORTLAND.



MOUNT HOOD FROM LOST LAKE J. F. FORD, RAINIER, OR.

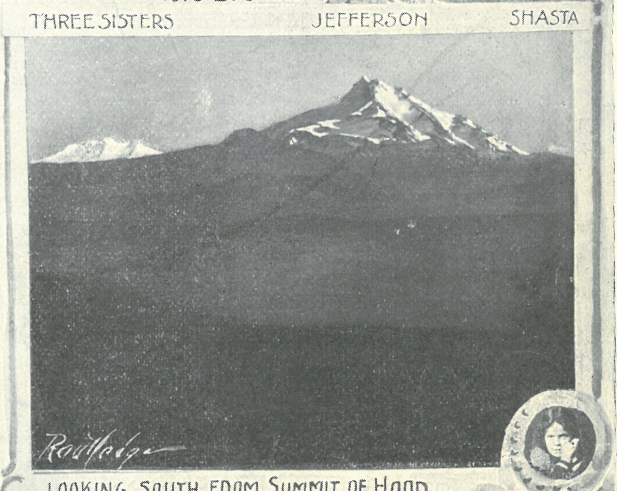


SUNRISE ON MT. HOOD PHOTO BY J. F. FORD, RAINIER, OR.



St. Helens Rainier Adams

LOOKING NORTH FROM SUMMIT OF HOOD.

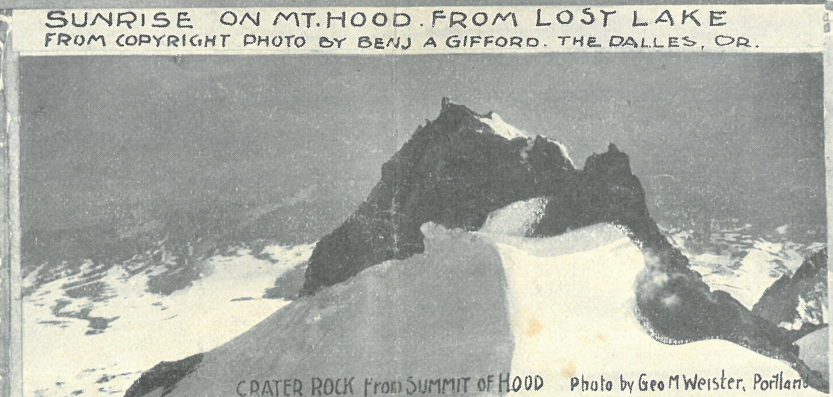


THREE SISTERS JEFFERSON SHASTA

LOOKING SOUTH FROM SUMMIT OF HOOD.



ROCKS ON NORTH SIDE OF MT. HOOD.



SUNRISE ON MT. HOOD FROM LOST LAKE FROM COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES, OR.

CRATER ROCK FROM SUMMIT OF HOOD Photo by Geo. M. Weister, Portland.

Mount Hood as a noted landmark is plainly seen from a large part of Oregon. No other snow-capped peak of the continent vies with it in attractive features. It is about 60 miles east of Portland and is the first natural feature of great attraction that demands the recognition of all visitors to Oregon's metropolis. The route from Portland to the base of Mount Hood leads through a beautiful and thickly settled section of farming and timbered country. This route offers no obstruction to the easy and cheap construction of a line of electric or steam railroad. The building of this road would afford easy and rapid transit from Portland to Mount Hood—a matter of the greatest importance to Portland's renown and supremacy of the city's best interests. Mount Hood, with its great glaciers, the sylvan retreats at its base, and the grandeur of its higher elevations, will in time become one of the best-known snow-capped mountains of the world.



J. F. FORD, Photo. Rainier, Or.

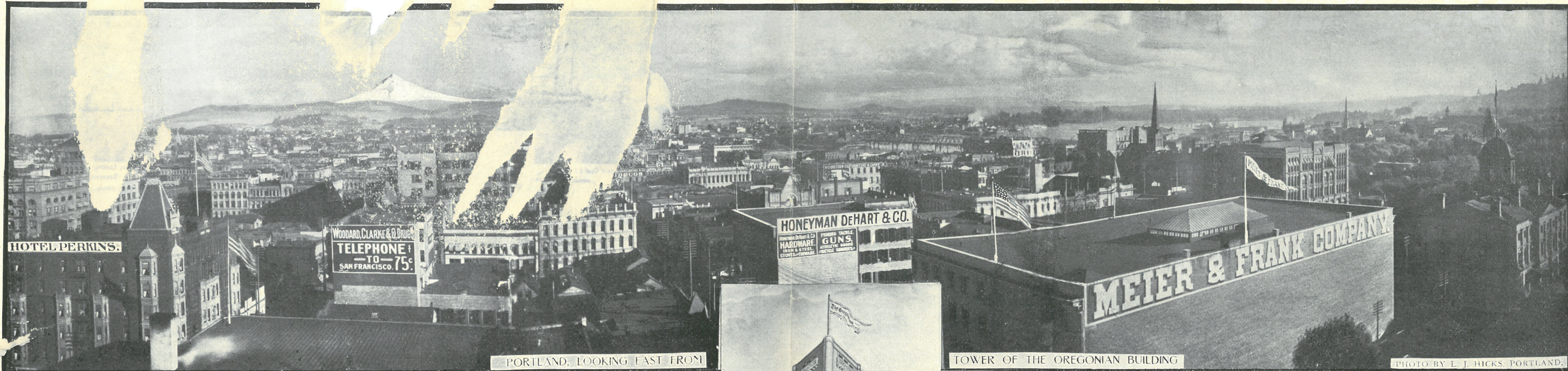
"TUMBLE" IN MAKING DESCENT OF MT. HOOD.

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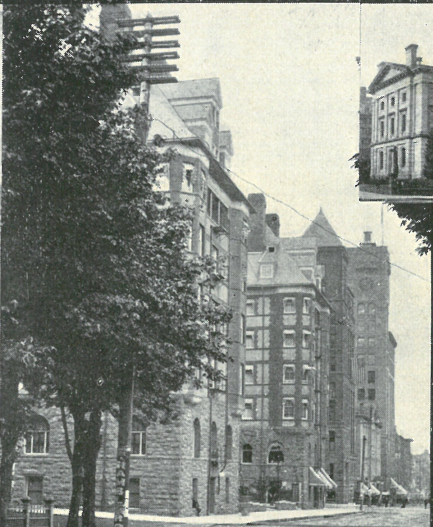
PORTLAND, LOOKING EAST FROM

TOWER OF THE OREGONIAN BUILDING

PHOTO BY L. J. HICKS, PORTLAND.



PORTLAND'S GREAT HOTEL, "THE PORTLAND"  
Accommodations for 1000 Guests. Cost \$1,000,000. H. C. Bowers, Mgr.



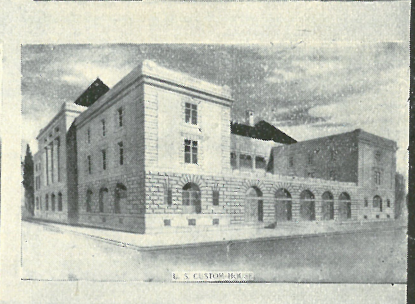
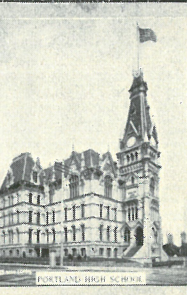
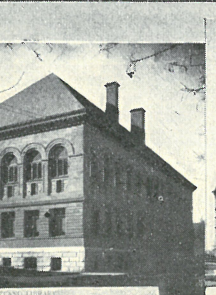
SIXTH STREET  
Showing Hotel Portland, The Marquam, The Oregonian Building  
PHOTO BY L. J. HICKS, PORTLAND.



THE OREGONIAN BUILDING  
Tallest Edifice in Portland. Absolutely Fire-  
Proof and Modern in all of its Appointments.



FIRST PRESBYTERIAN CHURCH  
PHOTO BY MOORE, PORTLAND.



PORTLAND, FROM NEW MANUFACTURING AND WHOLESALE DISTRICT ON EAST SIDE

PHOTO BY L. J. HICKS, PORTLAND.

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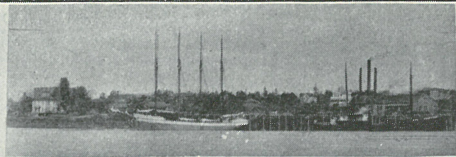
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BRITISH SHIP GLENFINART

1800 TONS, LENGTH 250 FEET, BEAM 40 FEET, DEPTH 21.5 FEET. DISCHARGED 1200 TONS GENERAL CARGO FROM LIVERPOOL, LOADED OUTWARD AT PORTLAND, JUNE 1899, 11,500 BUSHELS WHEAT FOR LIVERPOOL.



AMERICAN SCHOONER MANILA

BUILT AT COOS BAY, OREGON, IN 1899, CAPACITY, 200,000 FEET LUMBER.



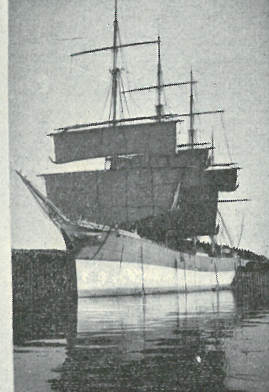
BRITISH BARK PEGASUS

200 TONS NET REGISTER, LENGTH 34 FEET, BEAM 42.5 FEET, DEPTH OF HOLD, 24.9 FEET. LOADED AT PORTLAND, JUNE 1899, 18,000 BUSHELS WHEAT FOR QUEENSTOWN FOR ORDERS.



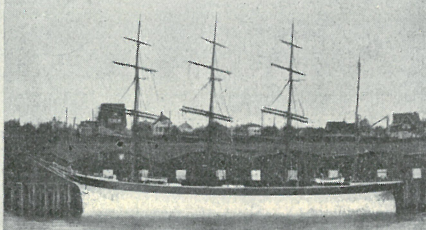
FAST ORIENTAL LINER MONMOUTHSHIRE

2500 TONS REGISTER, LENGTH 344 FEET, BEAM 40.2 FEET, DEPTH OF HOLD, 24.5 FEET. TIME YOKOHAMA TO PORTLAND, 19 1/2 DAYS.



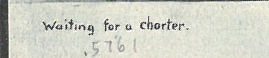
BRITISH BARK ANDRADA

200 TONS NET REGISTER, LENGTH 34 FEET, BEAM 41.5 FEET, DEPTH OF HOLD 24.5 FEET. LOADED AT PORTLAND, 14,500 BUSHELS WHEAT FOR QUEENSTOWN, FOR ORDERS.



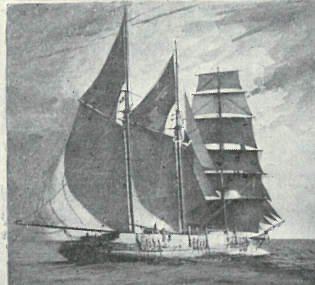
BRITISH BARK MUSKOKA

220 TONS NET REGISTER, LENGTH 34 FEET, BEAM 42 FEET, DEPTH OF HOLD, 24.7 FEET. LOADED AT PORTLAND, SEPTEMBER, 1899, WITH 18,000 BUSHELS WHEAT.

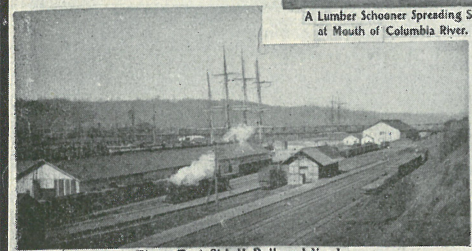


Waiting for a charter.

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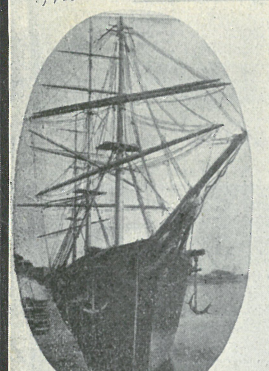


A Lumber Schooner Spreading Sail at Mouth of Columbia River.



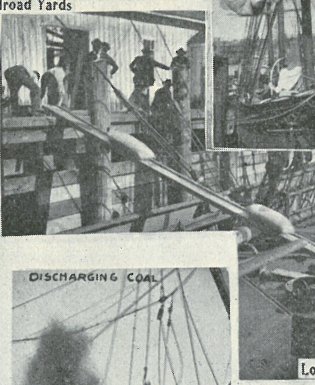
The "East Side" Railroad Yards

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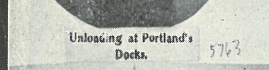
BRITISH BARK GUNFORD

210 TONS, LENGTH 282 FEET, BEAM 42.5 FEET, DEPTH 24.6 FEET, DISCHARGING GENERAL CARGO FROM HAMBURG, LOADED OUTWARD AT PORTLAND, JUNE 1899, 18,000 BUSHELS WHEAT FOR QUEENSTOWN FOR ORDERS.



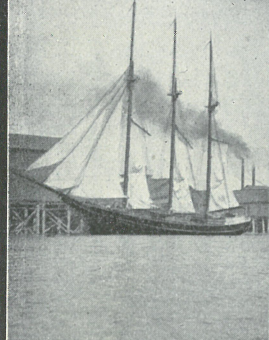
A SMALL COASTING STEAMER

PORTLAND ENJOYS A LARGE TRADE WITH ALL THE COAST PORTS OF OREGON AND WASHINGTON.



Unloading at Portland's Docks.

5763



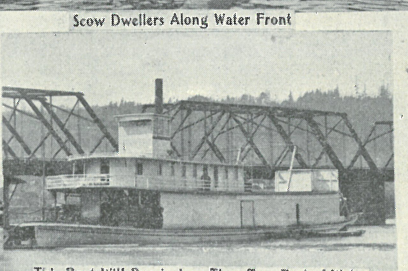
A Small Lumber Schooner at Portland

View Showing Great Width of Portland's Bridge Draws.

5770



Scow Dwellers Along Water Front



This Boat Will Run in Less Than Two Feet of Water

BUILT FOR TRADE ON UPPER WILLAMETTE.

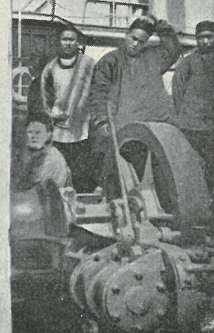


Bow of a Clipper Portland.

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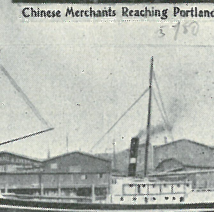
Extreme Lower Harbor.

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A Filipino Petty Officer on a Big Liner at Portland

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Chinese Merchants Reaching Portland

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GERMAN BARK ECUADOR

224 TONS NET REGISTER, LENGTH 34 FEET, BEAM 42 FEET, DEPTH 24.7 FEET. LOADED AT PORTLAND, MARCH, 1899, 18,000 BUSHELS WHEAT FOR QUEENSTOWN, FOR ORDERS.

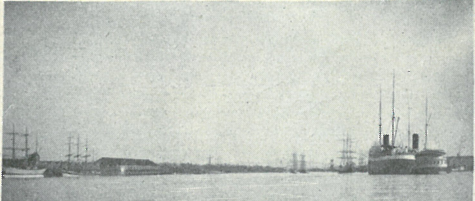
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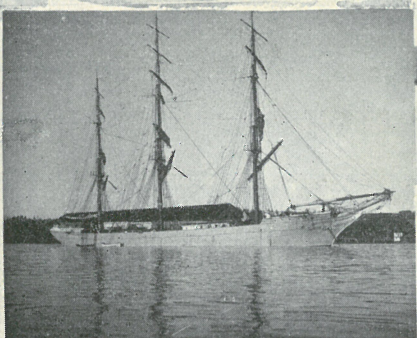
BRITISH SHIP MISTLEY HALL

Sailed from Portland June, 1899, for Queenstown or Falmouth for orders, with 100,000 bushels wheat.

Portland's Harbor, near Coal Bunkers



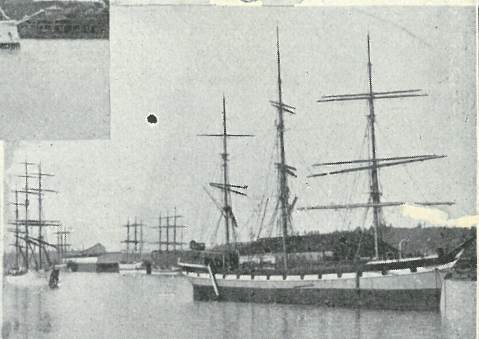
Portland's Harbor, Looking Up River From the "Boneyard"



BRITISH SHIP TROOP

1250 tons, Length, 243 feet; beam, 38.9 feet, depth of hold, 22.1 feet. Sailed from Portland March, 1899, with 81,500 bushels wheat for United Kingdom for orders.

Government Transport Lennox and Dispatch-Boat McCulloch in Portland's Harbor, October, 1899

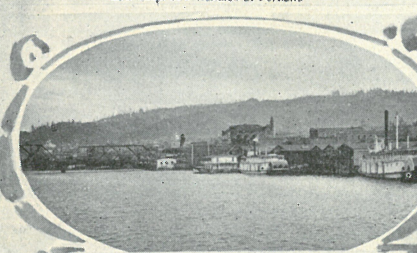


BRITISH SHIP BOTHWELL

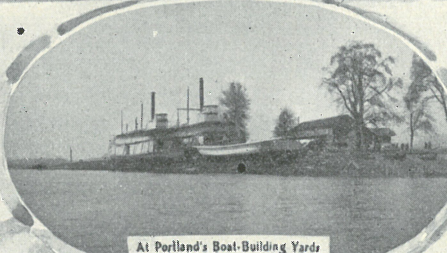
1900 tons, Length, 282.5 feet, beam, 41.2 feet, depth of hold, 24.9 feet. Sailed from Portland August 26, with 12,400 bushels wheat, for Queenstown or Falmouth for orders.

How Ships Are Handled at Portland

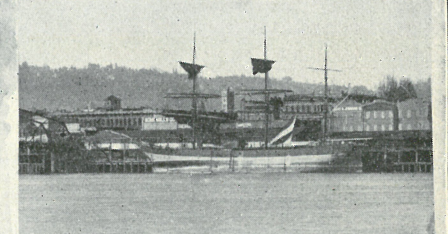
At Alinsworth Dock, below Steel Bridge



Landings of Small River Boats Between the Bridges

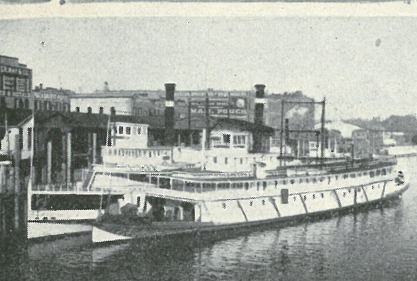


At Portland's Boat-Building Yards

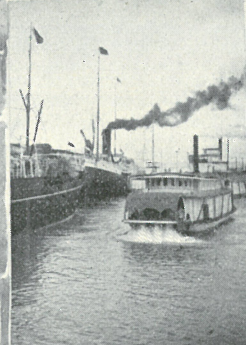


SHIP BRITISH PRINCESS

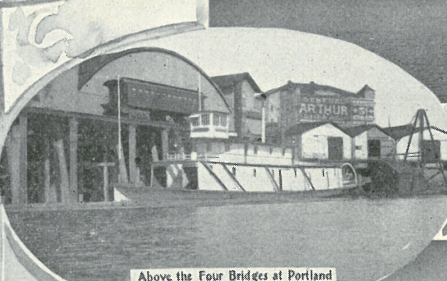
1450 tons net register, Length 246 feet, beam, 36.7 feet, depth of hold, 22.8 feet. Sailed for Callao, Peru, May 6, with 70,000 bushels wheat.



Astoria's Fast Fleet of Sternwheelers at Portland

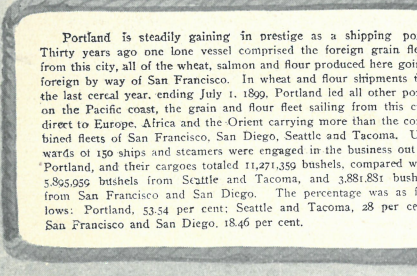


A San Francisco Liner Ready to Sail



Above the Four Bridges at Portland

Government Transports for Philippines, in Portland's Harbor, Oct., 1899



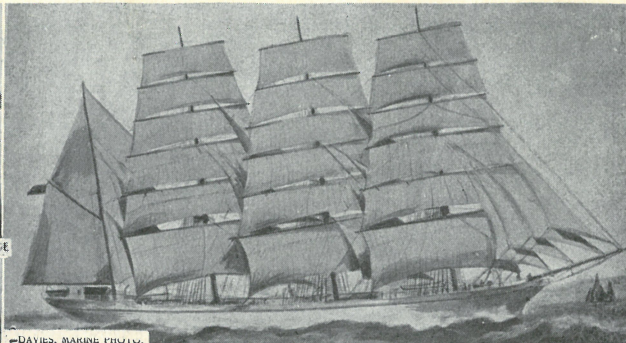
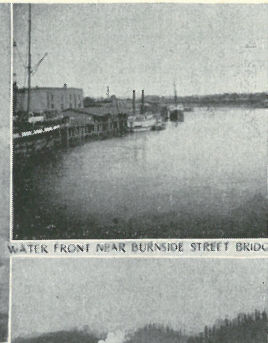
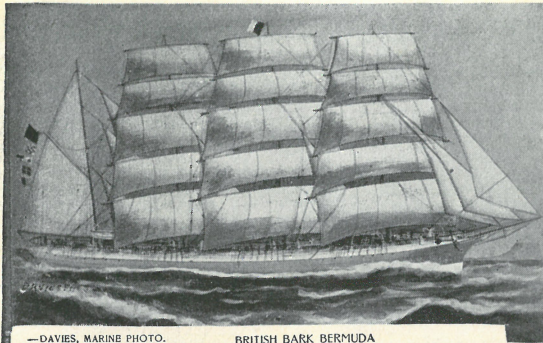
Portland is steadily gaining in prestige as a shipping port. Thirty years ago one lone vessel comprised the foreign grain fleet from this city, all of the wheat, salmon and flour produced here going foreign by way of San Francisco. In wheat and flour shipments for the last cereal year, ending July 1, 1899, Portland led all other ports on the Pacific coast, the grain and flour fleet sailing from this city direct to Europe, Africa and the Orient carrying more than the combined fleets of San Francisco, San Diego, Seattle and Tacoma. Upwards of 150 ships and steamers were engaged in the business out of Portland, and their cargoes totaled 11,271,359 bushels, compared with 5,805,050 bushels from Seattle and Tacoma, and 3,881,881 bushels from San Francisco and San Diego. The percentage was as follows: Portland, 53.54 per cent; Seattle and Tacoma, 28 per cent; San Francisco and San Diego, 18.46 per cent.



A Steamer That Runs From Portland to Headwaters of the Willamette, 160 Miles South

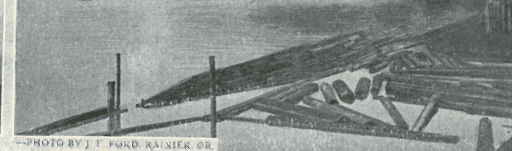


Big Ships Ready for Loading at Portland



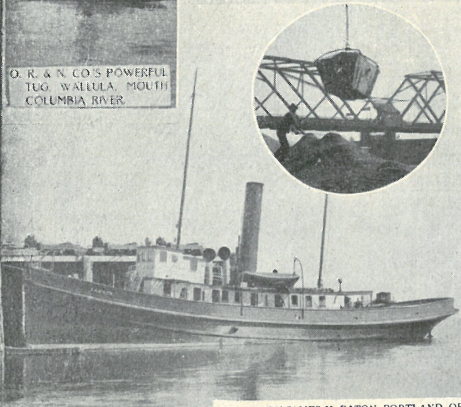
—DAVIES, MARINE PHOTO.  
BRITISH BARK BERMUDA  
2623 TONS NET REGISTER, 282.2 FEET LONG, 48.4 FEET BEAM, 22.9 FEET HOLD. COKE FOR ORDERS, OCTOBER 1899, 146,663 BUSHELS WHEAT.

—DAVIES, MARINE PHOTO.  
BRITISH BARK ACHNASHE  
2244 TONS NET REGISTER, FOR COKE, MARCH 1899, 14,850 BUSHELS WHEAT.

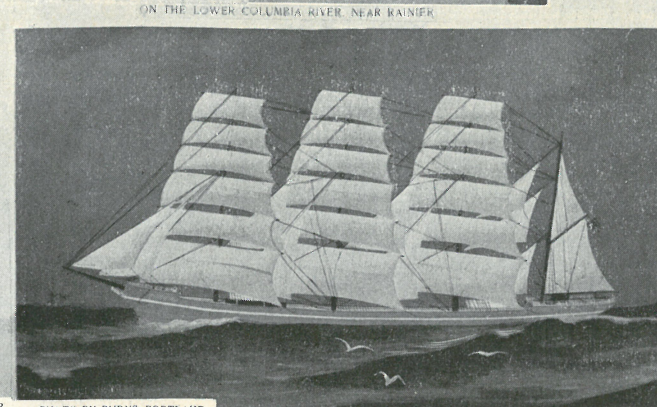


All vessels shown on shipping pages of this number have visited Portland's harbor.

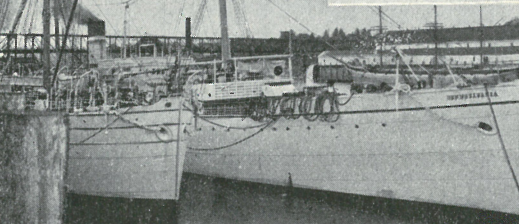
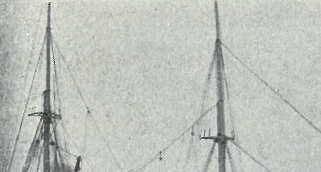
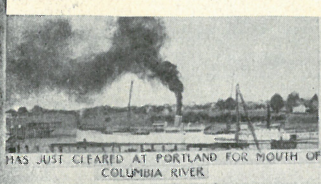
A STEAMER AT FULL SPEED, BETWEEN THE BRIDGES, PORTLAND.



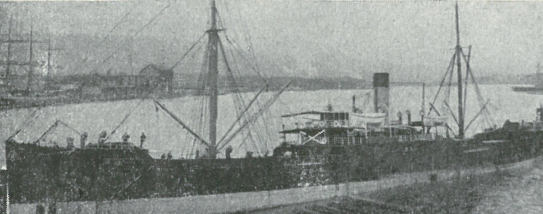
—PHOTO BY JAMES H. EATON, PORTLAND, OR.  
TUG SAMSON, ENGAGED IN TOWING BETWEEN COLUMBIA RIVER AND GRAY'S HARBOR, WASH.



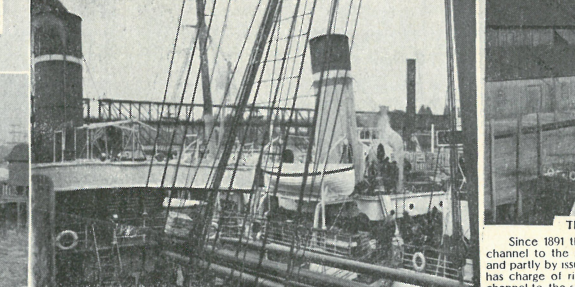
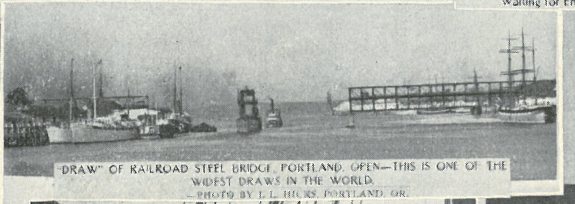
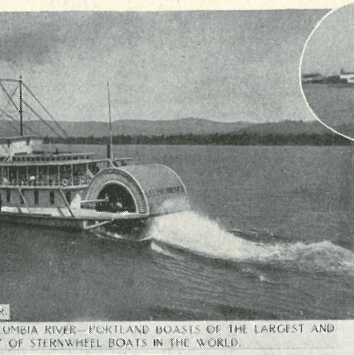
—PHOTO BY BURN'S, PORTLAND.  
GERMAN SHIP PETER IREDALE  
2075 TONS NET REGISTER.



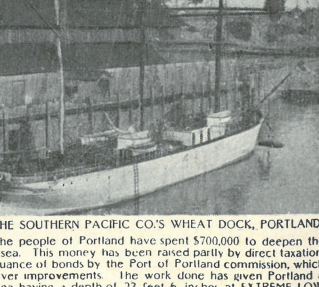
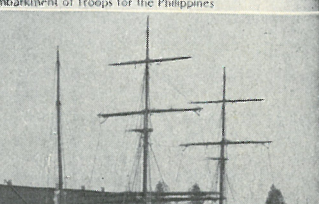
THE U. S. GOVERNMENT TROOPSHIPS PENNSYLVANIA AND OLYMPIA  
Which Left Portland, November, 1899, With the 39th and Part of the 45th Regiments for the Philippines.—PHOTO BY J. W. TOLMAN, PORTLAND.



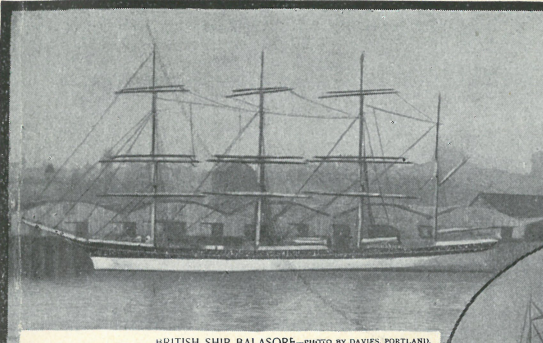
—DAVIES, MARINE PHOTO.  
BRITISH STEAMSHIP CITY OF PERTH  
2578 TONS NET REGISTER, 361.7 FEET LONG, 42.7 FEET BEAM, 26.4 HOLD.



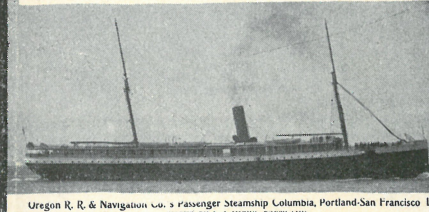
—PHOTO BY J. W. TOLMAN, PORTLAND.  
DECKS OF GOVERNMENT TRANSPORTS, PENNSYLVANIA AND OLYMPIA, IN PORTLAND HARBOR, NOVEMBER, 1899.



THE SOUTHERN PACIFIC CO.'S WHEAT DOCK, PORTLAND.  
Since 1891 the people of Portland have spent \$700,000 to deepen the channel to the sea. This money has been raised partly by direct taxation, and partly by issuance of bonds by the Port of Portland commission, which has charge of river improvements. The work done has given Portland a channel to the sea having a depth of 25 feet 6 inches at EXTREME LOW WATER. Vessels drawing 25, 26 and 27 feet easily reach Portland however. It is the purpose of the commission to give Portland a 30-FOOT CHANNEL TO ASTORIA and a 40-FOOT CHANNEL AT THE MOUTH OF THE COLUMBIA.



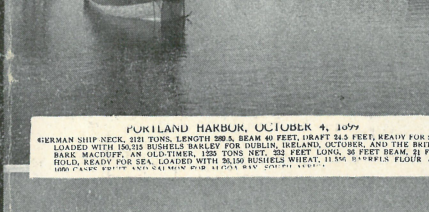
BRITISH SHIP BALASORE—PHOTO BY DAVIES, PORTLAND.  
2541 TONS REGISTER, LENGTH 211 FEET, BEAM 43.6 FEET, DEPTH OF HOLD 24.5 FEET; CLEARED FROM PORTLAND FOR QUEENSTOWN OR PALMOUTH FOR ORDERS, JANUARY, 1899, 12,125 BUSHELS OF WHEAT.



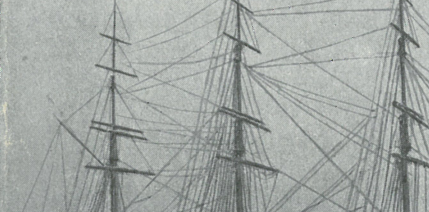
Uregon R. R. & Navigation Co.'s passenger steamship Columbia, Portland-San Francisco Line  
—PHOTO BY L. J. HICKS, PORTLAND.



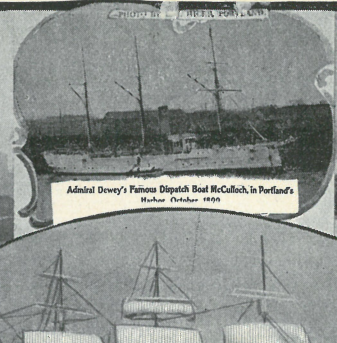
THE MIDDLE RIVER SHIPPING CENTER, PORTLAND.



PORTLAND HARBOR, OCTOBER 4, 1899.  
GERMAN SHIP NECK, 121 TONS, LENGTH 90.5 FEET, BEAM 40 FEET, DRAFT 21.5 FEET, READY FOR SEA LOADED WITH 12,000 BUSHELS WHEAT FOR DUBLIN, IRELAND, OCTOBER, AND THE BRITISH BARK MACDUFF, AN OLD-TIMER, 125 TONS NET, 32 FEET LONG, 36 FEET BEAM, 21 FEET HOLD, READY FOR SEA, LOADED WITH 24,000 BUSHELS WHEAT, 11,500 BUSHELS FLOUR AND 1000 CASES WITH LUMBER FOR THE JAPANESE MARKET.



British Turret Steamship Orange Branch  
1000 TONS CAPACITY, LOADED WITH LUMBER AT PORTLAND, FOR CHINA, AUGUST, 1899.  
—PHOTO BY L. J. HICKS, PORTLAND.



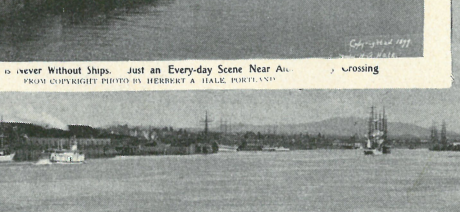
Admiral Dewey's Famous Dispatch Boat McCulloch, in Portland's Harbor, October 1899.



BRITISH BARK ROYAL FORTH  
CARRYING CAPACITY 530 TONS. (SHIP UNDER FULL SAIL).  
—PHOTO BY DAVIES, PORTLAND.



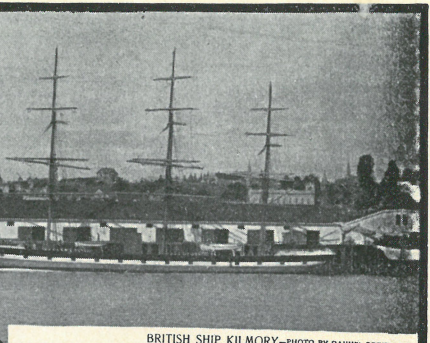
The Three Government Transports, City of Rio Janeiro, Sikh and Lennox at Portland, October, 1899.  
—PHOTO BY J. W. TOLMAN, PORTLAND.



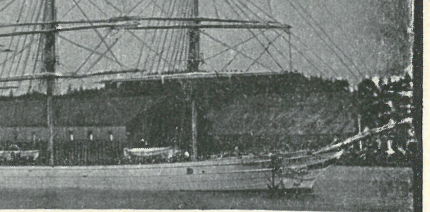
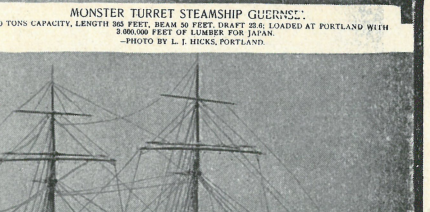
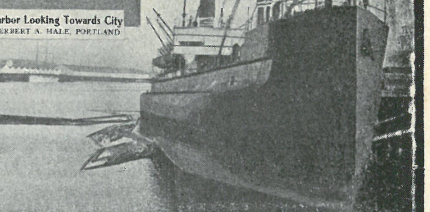
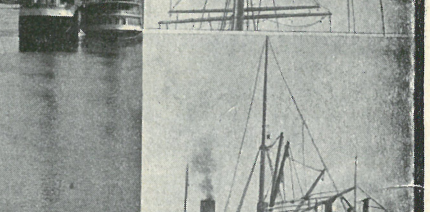
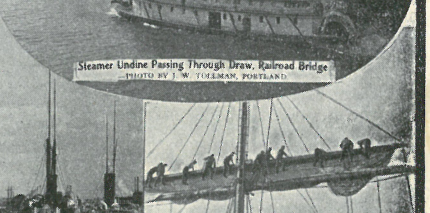
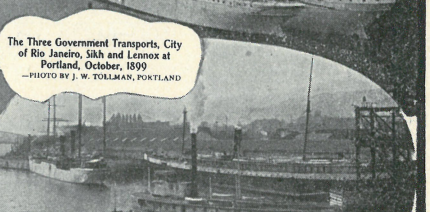
Steamer Undine Passing Through Draw, Railroad Bridge.  
—PHOTO BY J. W. TOLMAN, PORTLAND.



Portland's Harbor is never without ships. Just an Every-day Scene Near A. FROM COPYRIGHT PHOTO BY HERBERT A. HALE, PORTLAND.

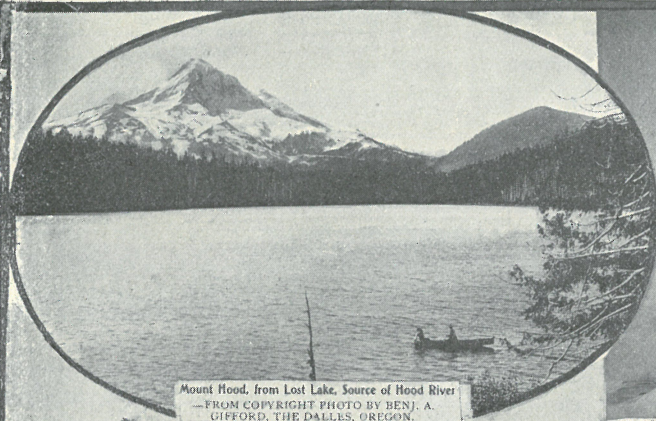


BRITISH SHIP KILMORY—PHOTO BY DAVIES, PORTLAND.  
3100 TONS REGISTER, LENGTH 220 FEET, BEAM 35.7 FEET, DEPTH OF HOLD 22.8 FEET; CLEARED FOR QUEENSTOWN OR PALMOUTH FOR ORDERS, AUG. 98, WITH 10,000 BUSHELS WHEAT.

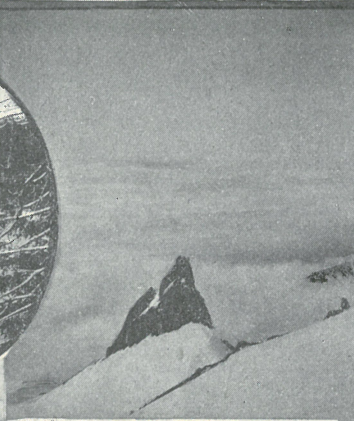


MONSTER TURRET STEAMSHIP GUERNSEY.  
780 TONS CAPACITY, LENGTH 95 FEET, BEAM 30 FEET, DRAFT 2.6 FEET, LOADED AT PORTLAND WITH 2,000,000 FEET OF LUMBER FOR JAPAN.  
—PHOTO BY L. J. HICKS, PORTLAND.

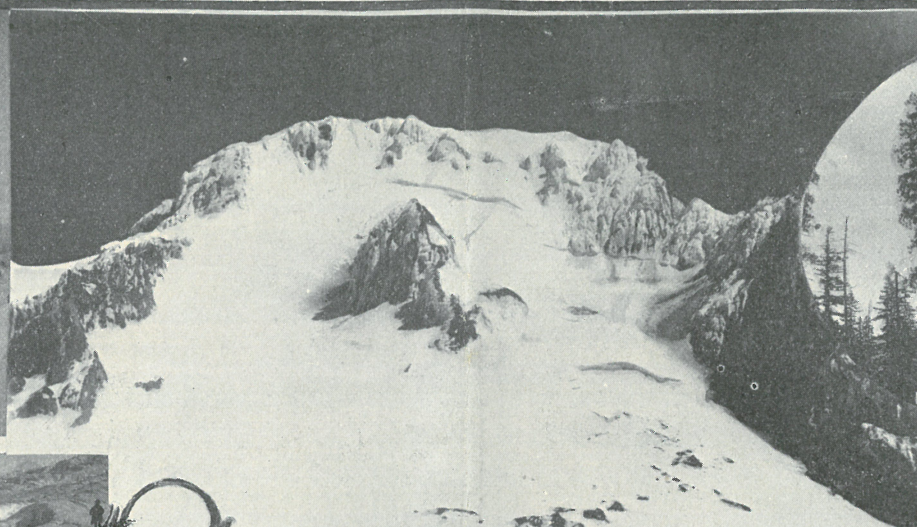
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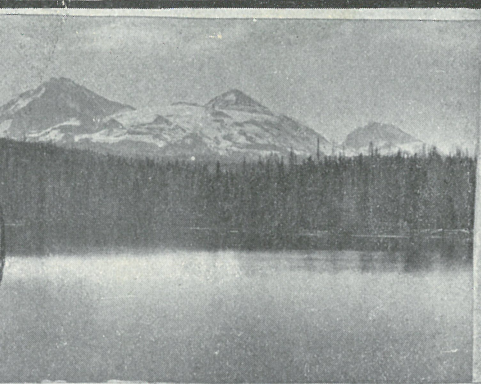
Mount Hood, from Lost Lake, Source of Hood River  
—FROM COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES, OREGON.



—PHOTO BY L. J. HICKS, PORTLAND.  
Illumination Rock, Near Summit of Mount Hood



—PHOTO BY GIFFORD, THE DALLES, OREGON.  
Sunset on Mount Hood After a Storm



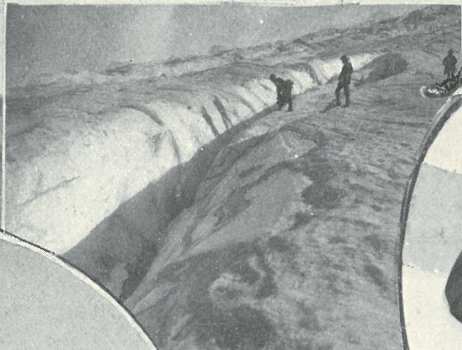
Three Sisters, Cascade Range, Oregon  
—PHOTO BY CRAWFORD, ALBANY, OREGON.



Crossing a Moraine on Mount Pitt



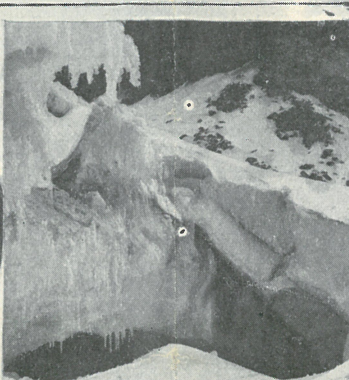
Extreme Timber Line on Great Slope of Mount Hood  
—PHOTO BY L. J. HICKS, PORTLAND.



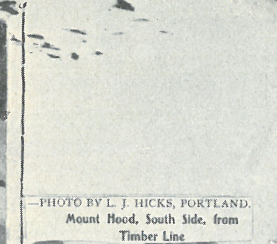
Exhilarating Sport of Crossing the Great Glaciers of Mount Hood



She is Near the Summit of Mount Rainier, and she is Happy



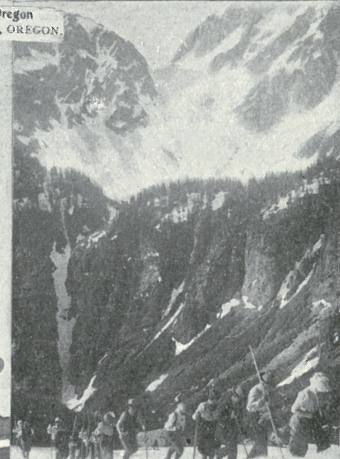
—PHOTO BY L. J. HICKS, PORTLAND.  
The Deep Ice Caves of Mount Hood



—PHOTO BY L. J. HICKS, PORTLAND.  
Mount Hood, South Side, from Timber Line



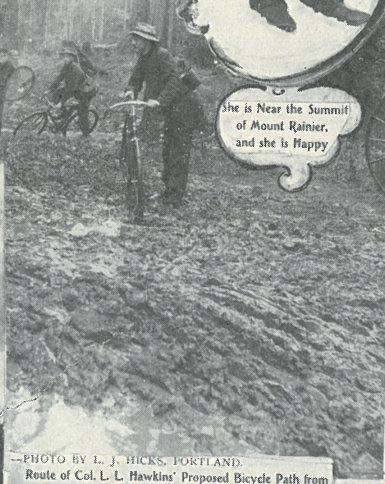
—PHOTO BY GIFFORD, THE DALLES, OREGON.  
Mazama Party on Summit of Mount Pitt, Southern Oregon



—PHOTO BY GIFFORD, THE DALLES, OREGON.  
Mazamas Climbing Mount Sahale, Washington



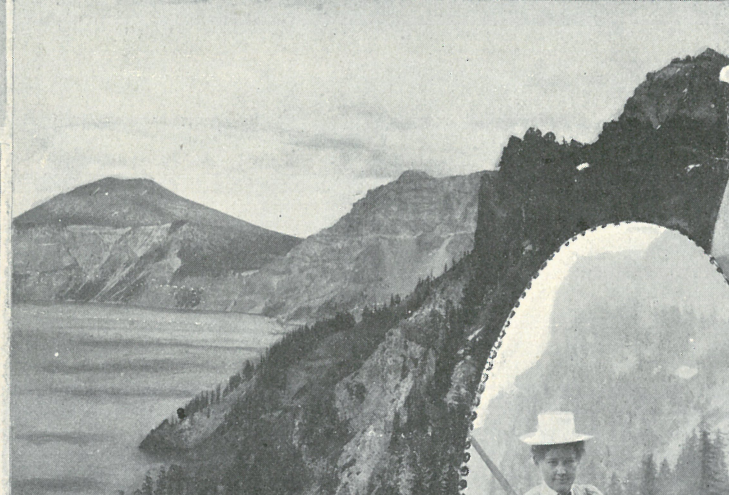
Mount Hood from Columbia Slough, Near Portland  
—PHOTO BY L. J. HICKS, PORTLAND.



—PHOTO BY L. J. HICKS, PORTLAND.  
Route of Col. L. L. Hawkins' Proposed Bicycle Path from Portland to Mount Hood



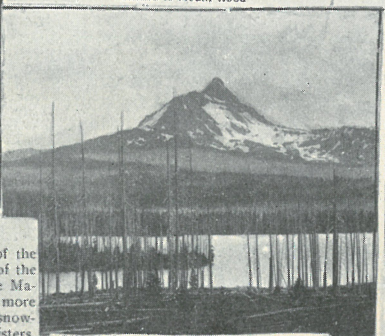
—PHOTO BY A. T. WEBB, PORTLAND.  
Yocum Falls on Government Camp Creek, Near Mt. Hood



Crater Lake, Southern Oregon



Mount Saint Helens, from Columbia River  
—PHOTO BY L. J. HICKS, PORTLAND.



—PHOTO BY CRAWFORD, ALBANY, OREGON.  
Mount Washington, Cascade Range, Oregon



The Men Enjoy a Quiet Plunge After a Hard Mountain Climb



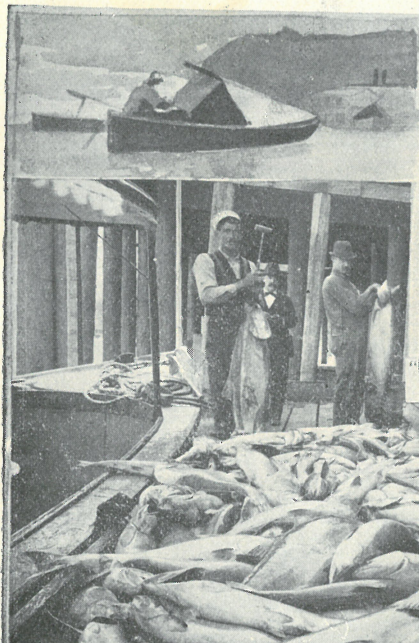
—PHOTO BY GIFFORD, THE DALLES, OREGON.  
Difficulties Encountered by The Mazamas in Reaching Base of Mount Pitt



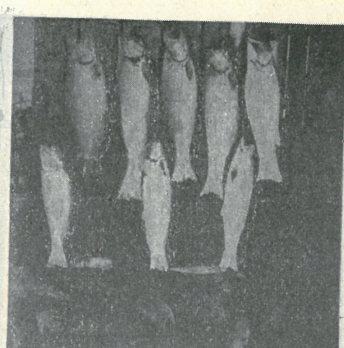
Mazamas Encamped at Crater Lake

### A PAGE FOR THE MAZAMAS

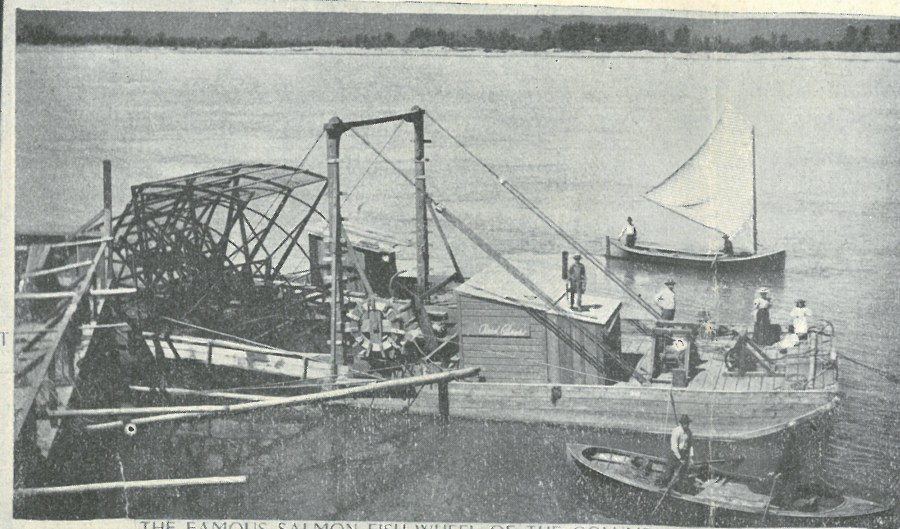
The Mazamas, a strong organization of representative men and women, have made the many snow-capped peaks of the Cascade Range famous. These mountain-climbers make regular annual excursions to different points in the fastnesses of the interior mountainous districts, where the loftiest heights, reaching an elevation exceeding 14,000 feet, are scaled. The Mazamas have illuminated the summit of Mount Hood at midnight, so that the great ball of red fire was plainly seen for more than 100 miles distant, and they have reached the summit of every notable peak of the Cascades. The most prominent snow-capped mountains of this range are Mount Pitt, beginning on the south, Diamond Peak, Mount Washington, Three Sisters, Mount Jefferson and Mount Hood, in Oregon, and Mount Adams, Mount St. Helens, Mount Rainier and Mount Baker, in Washington.



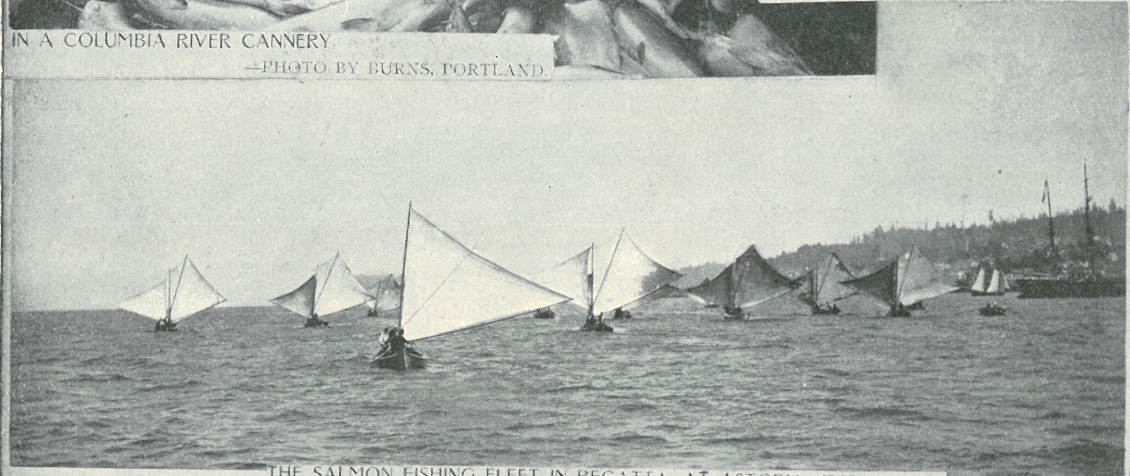
IN A COLUMBIA RIVER CANNERY  
—PHOTO BY BURNS, PORTLAND.



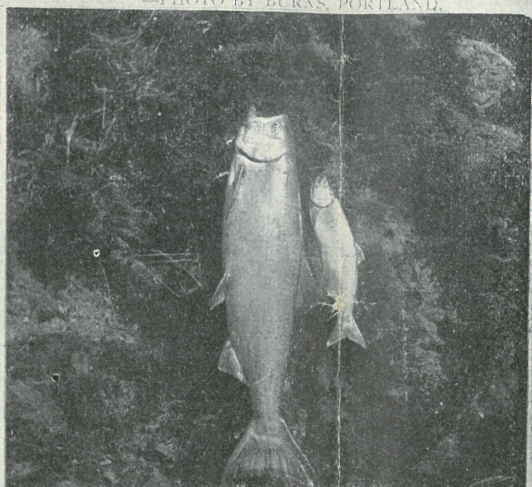
"ROYAL CHINOOK" SALMON, CAUGHT  
ONLY IN COLUMBIA RIVER



THE FAMOUS SALMON FISH-WHEEL OF THE COLUMBIA RIVER  
—PHOTO BY BURNS, PORTLAND.



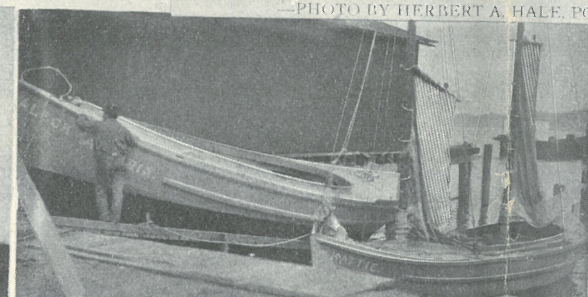
THE SALMON FISHING FLEET IN REGATTA, AT ASTORIA, 1899  
—PHOTO BY PAXTON, ALBANY.



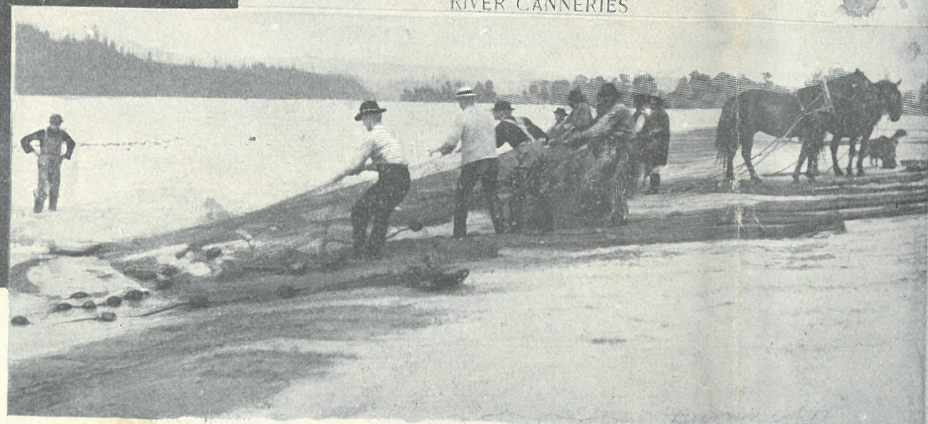
THE FISH CAUGHT IN OREGON WATERS ARE THE  
PRETTIEST AND GAMEST IN THE WORLD  
—PHOTO BY HERBERT A. HALE, PORTLAND.



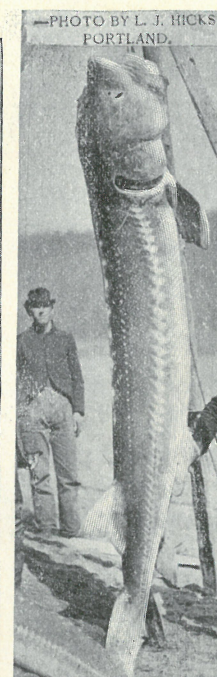
HAULING SEINES BY HORSES, NEAR ASTORIA  
—PHOTO BY HERBERT A. HALE, PORTLAND.



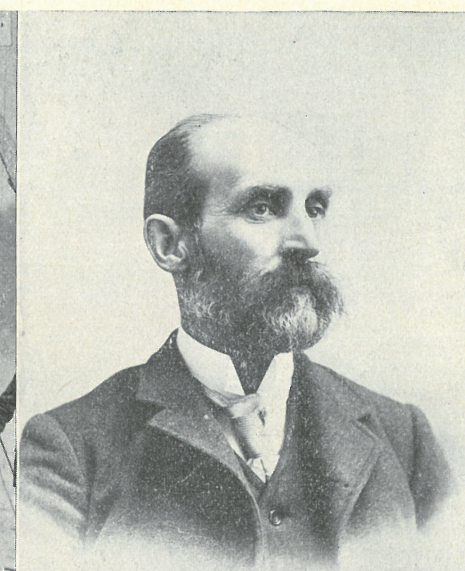
"PLUNGERS" USED FOR CARRYING SALMON TO COLUMBIA  
RIVER CANNERIES



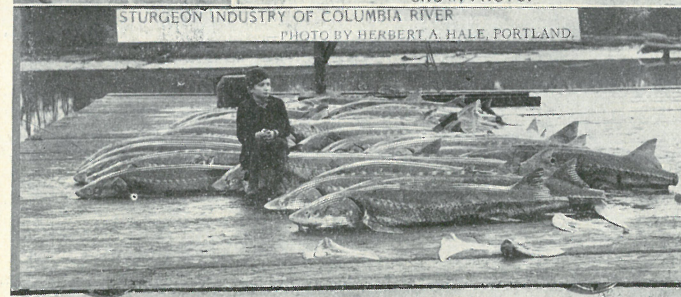
A BIG HAUL OF SALMON, COLUMBIA RIVER  
—PHOTO BY BURNS, PORTLAND.



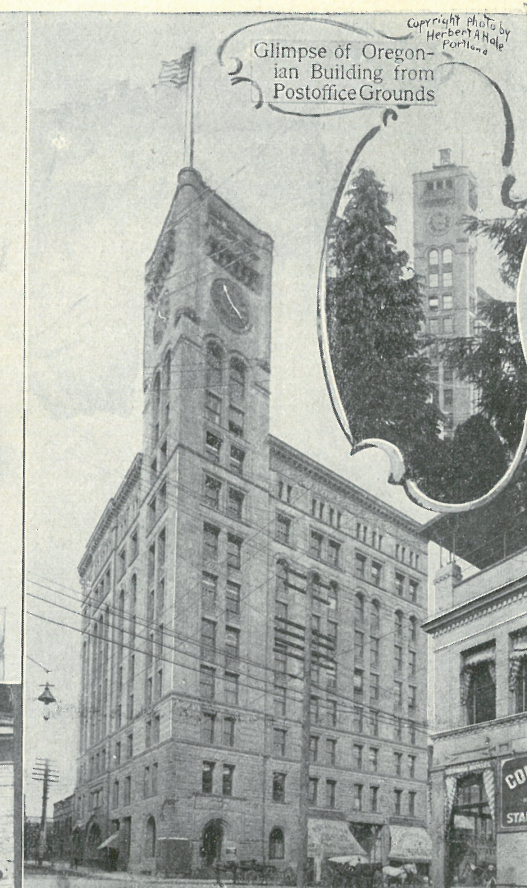
—PHOTO BY L. J. HICKS,  
PORTLAND.



F. C. REED  
Fish Commissioner for the State of Oregon  
—CROW, PHOTO.



STURGEON INDUSTRY OF COLUMBIA RIVER  
—PHOTO BY HERBERT A. HALE, PORTLAND.

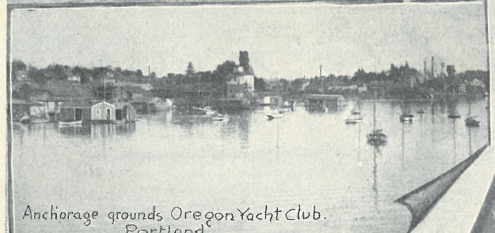
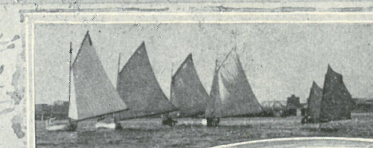


Glimpse of Oregon-  
ian Building from  
Postoffice Grounds

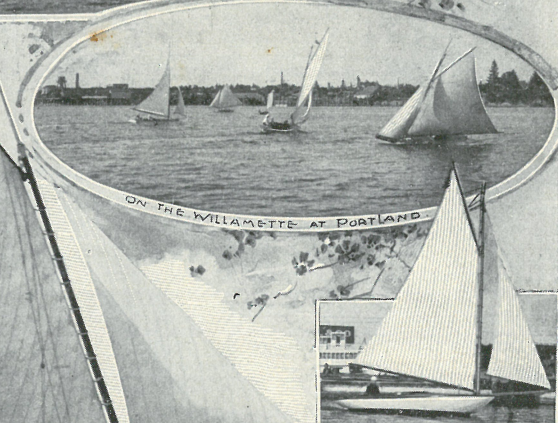
THE OREGONIAN BUILDING FROM ALDER STREET  
—FROM PHOTO BY J. W. COLLINGS, PORTLAND.  
(COPYRIGHT APPLIED FOR)



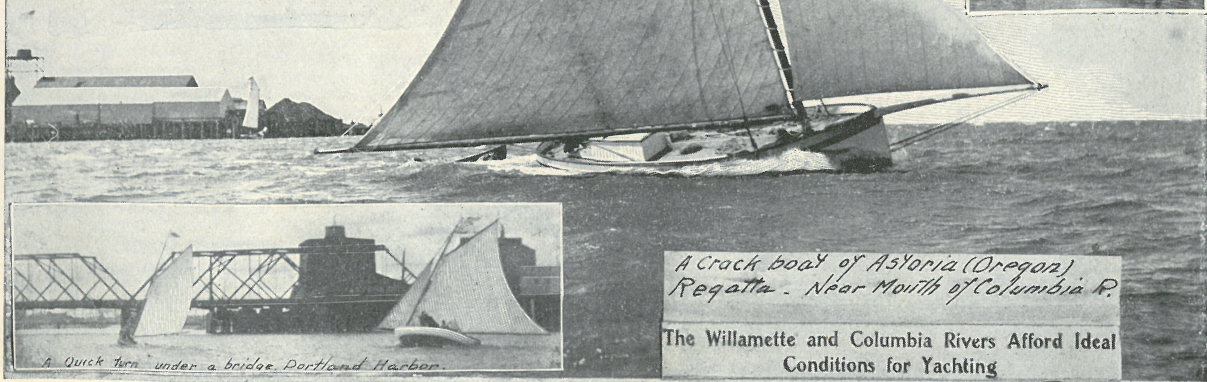
Just enough breeze for  
headway on the  
Willamette.



Anchorage grounds Oregon Yacht Club,  
Portland.



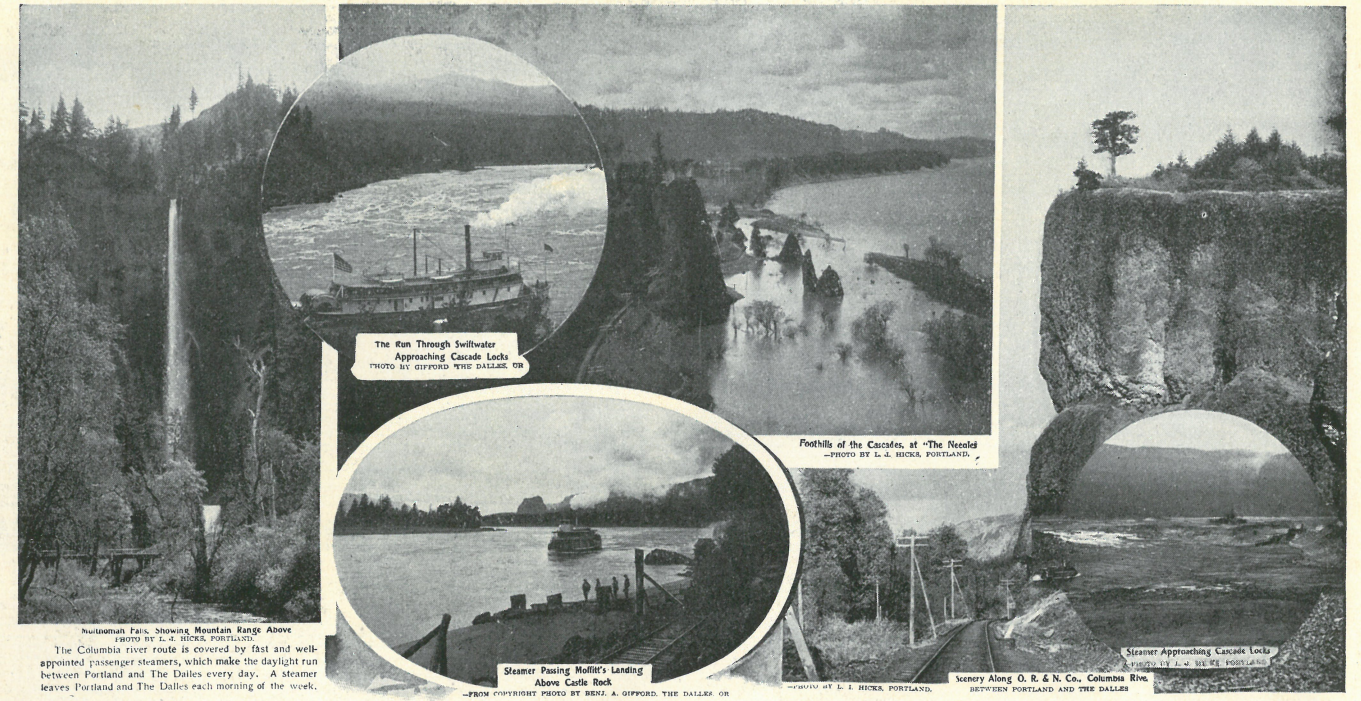
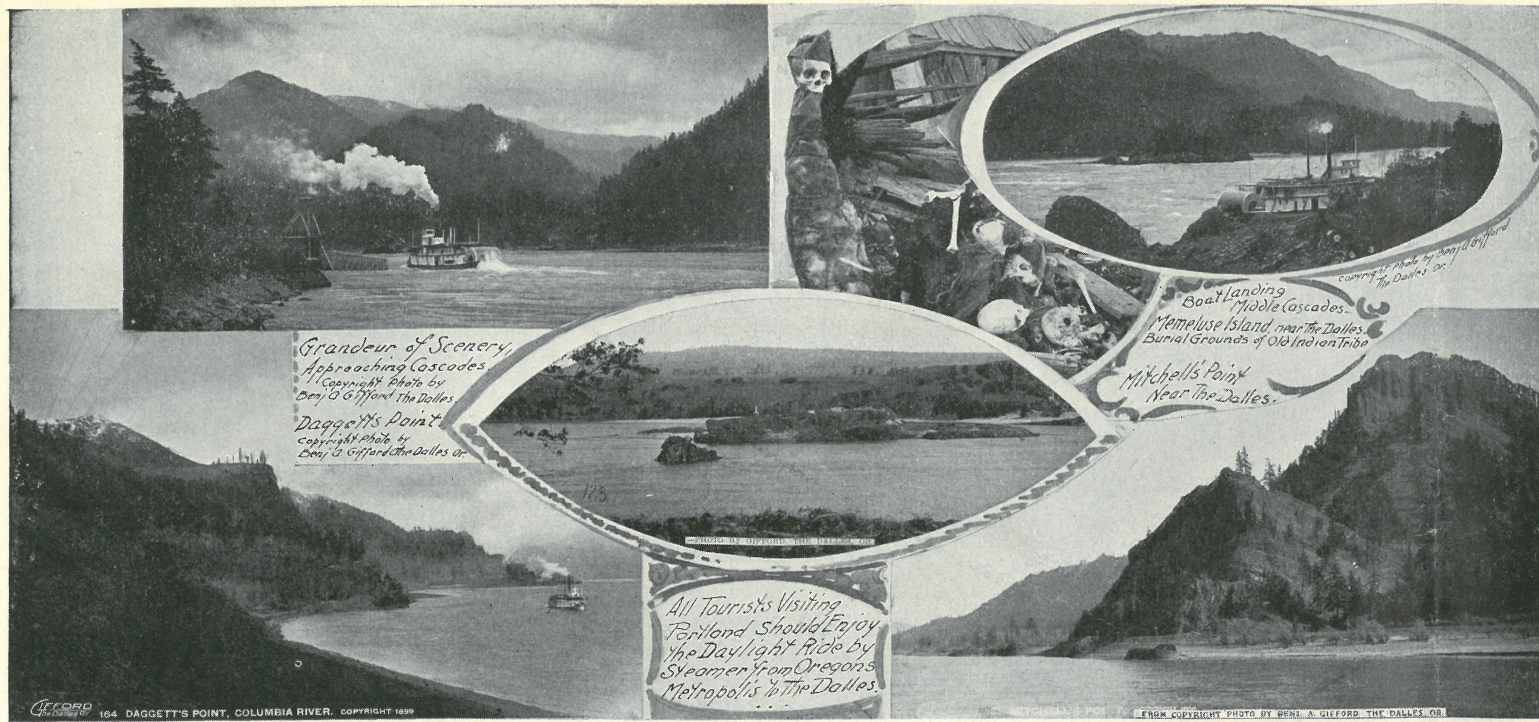
ON THE WILLAMETTE AT PORTLAND



A Crack boat of Astoria (Oregon)  
Regatta - Near Mouth of Columbia R.

The Willamette and Columbia Rivers Afford Ideal  
Conditions for Yachting

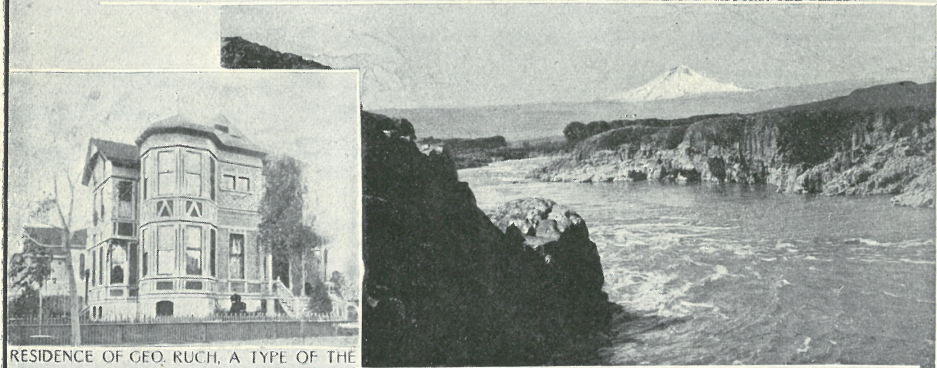
The fishing industry has made enormous strides in Oregon during the past 33 years. In 1866, the salmon pack of the Columbia river was 4000 cases, valued at \$16,000. In 1898, the latest year for which complete statistics are available, the pack was 481,461 cases, valued at \$2,087,748. The pack of the Columbia river from 1866 to 1899, inclusive, estimating 1899 pack at \$1,600,000, represents a value of about \$73,000,000. In 1898 there were 40 canneries in Oregon and on the Columbia river. Lands, buildings and machinery were worth \$1,261,420 and the cash capital employed was nearly \$1,500,000. The number of persons employed in the fishing industry on the Columbia river in 1898 was 7339 and earnings were \$1,442,008. Salmon-packing is an established industry at Yaquina Bay, Coos Bay, Alsea, Tillamook and on the Columbia and its tributaries. Sturgeon, shad, carp, trout, clams, tomcod, halibut, smelt, catfish are among other food fishes that are consumed locally, or shipped to Eastern and foreign markets. The chinook salmon, the king of all food fish, commands the highest price in the markets and is the favorite of chefs and epicures the world over. The fishing interest of Oregon are under the care of Commissioner F. C. Reed, an energetic and competent officer, who is a strong advocate of artificial propagation as a means of perpetuating the fish industry.





THE DALLES, OREGON, HEAD OF NAVIGATION ON THE MIDDLE COLUMBIA, AND THE GREAT SHIPPING POINT OF EASTERN OREGON

—PHOTO BY BENJ. A. GIFFORD, THE DALLES.



VIEW OF MT. HOOD FROM THE DALLES OF THE COLUMBIA RIVER, JUST EAST OF THE DALLES

—PHOTO BY HERBERT A. HALE,



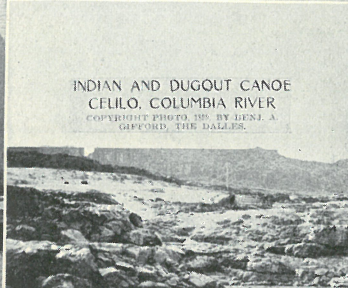
RESIDENCE OF GEO. RUCH, A TYPE OF THE FINE HOMES AT THE DALLES



COMMERCIAL CLUB, THE DALLES, ONE OF THE BEST-APPOINTED CLUBHOUSES IN THE STATE



80,000 SACKS OF WHEAT (175,000 BUSHELS) IN ONE PILE, AT COLUMBUS, 23 MILES EAST OF THE DALLES, ON COLUMBIA RIVER, AWAITING SHIPMENT TO PORTLAND, BY RAIL, OVER LINE OF O. R. & N. CO.



INDIAN AND DUGOUT CANOE  
CELILLO, COLUMBIA RIVER

COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES.



GROUP OF WARM SPRING INDIANS  
PHOTO BY CHAS. F. BROWN, TALLAHASSEE, FLORIDA



SHEEP AT REST, AT COLUMBUS, COLUMBIA RIVER

—PHOTO BY BENJ. A. GIFFORD, THE DALLES.



ROBERT KELLY,  
Sheriff Wasco County, The Dalles

—PHOTO BY AUNE, PORTLAND.

H. H. RIDDELL,  
Postmaster

—PHOTO BY MORRIS, PORTLAND.



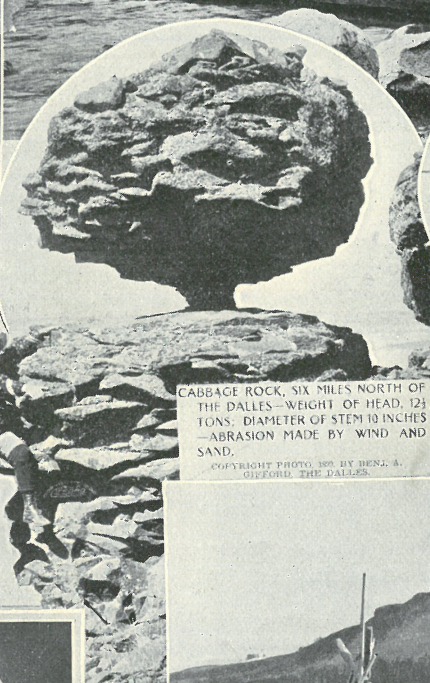
FARMERS DELIVERING WHEAT AT THE DALLES

—PHOTO BY BENJ. A. GIFFORD, THE DALLES.



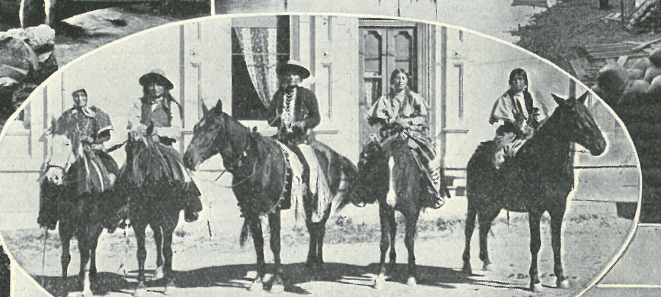
RECEIVING WOOL AT THE DALLES

—PHOTO BY BENJ. A. GIFFORD, THE DALLES.



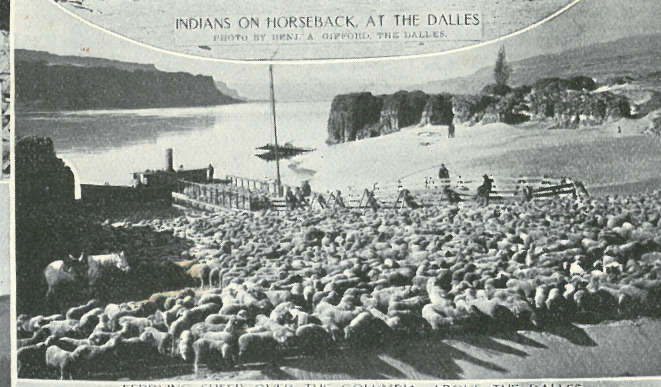
CABBAGE ROCK, SIX MILES NORTH OF THE DALLES—WEIGHT OF HEAD, 123 TONS. DIAMETER OF STEM 10 INCHES—ABRASION MADE BY WIND AND SAND.

COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES.



INDIANS ON HORSEBACK, AT THE DALLES

—PHOTO BY BENJ. A. GIFFORD, THE DALLES.



FERRYING WHEAT ACROSS THE COLUMBIA RIVER, AT GRANTS, 23 MILES EAST OF THE DALLES.

COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES.



BOB SEL-KEE, LAST OF THE CLATSOPS, A COAST TRIBE OF INDIANS

—PHOTO BY CANARIS.



THE "HOME GUARD." VIEW OF AN INDIAN CAMP, ON THE COLUMBIA

—COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES, OR.

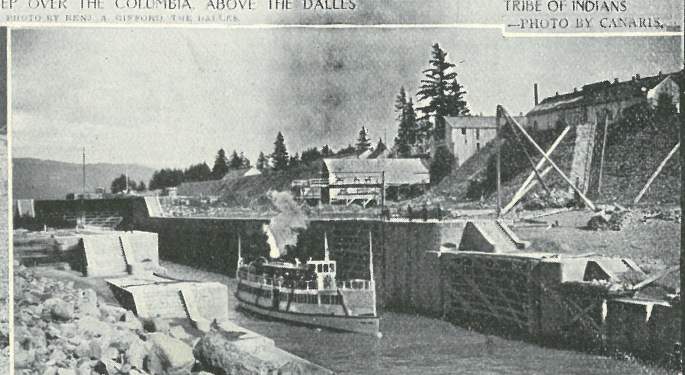


A YAKIMA INDIAN FACE  
COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES.



"MY DAY AT HOME"—INDIAN LIFE NEAR THE DALLES

—COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES, OR.



CASCADE LOCKS, COLUMBIA RIVER

—COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES.

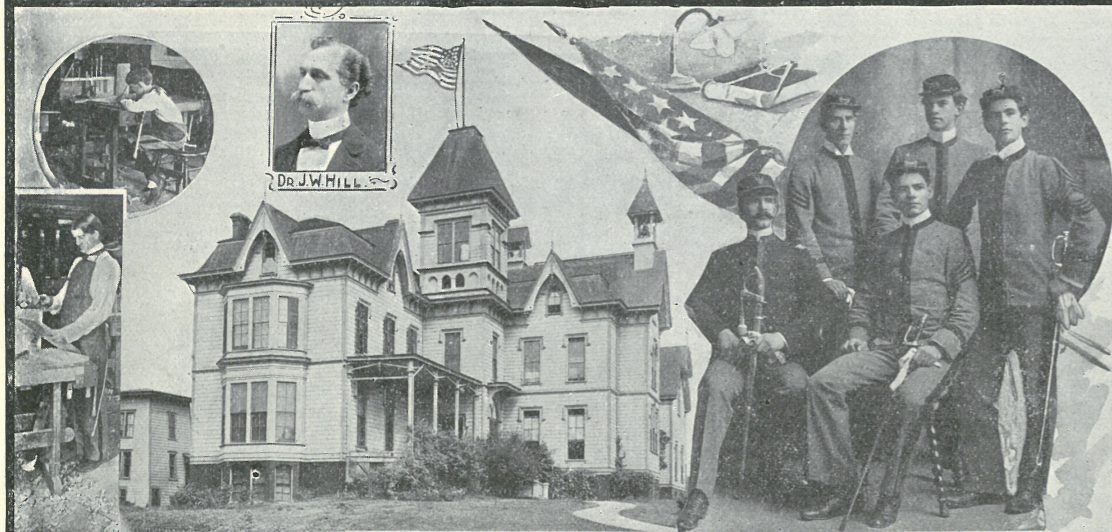
5925 - 5940  
 PORTLAND IS PROUD OF ITS FINE CHURCHES AND SCHOOLS—AND OF THE ARCHITECTURE OF ITS PUBLIC BUILDINGS.

MT. ST. HELENS.  
 MT. RAINIER

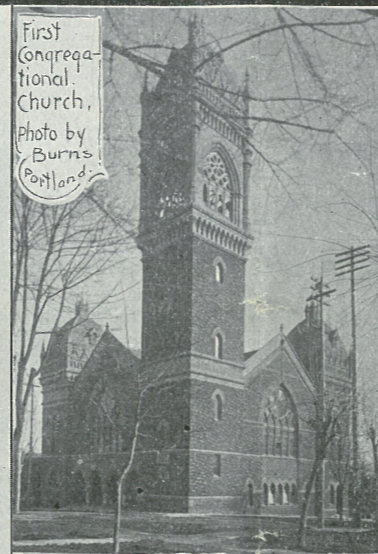
MT. ADAMS.



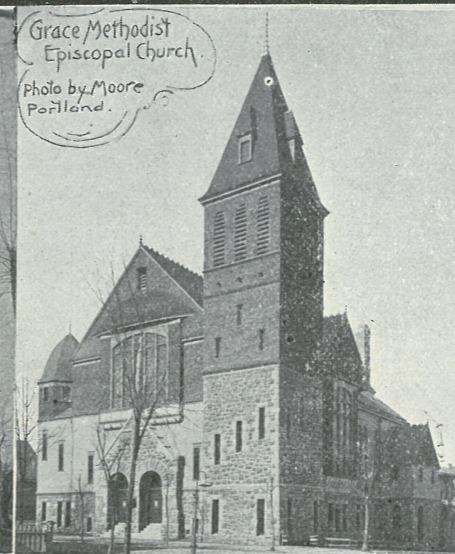
FULL PANORAMIC VIEW OF PORTLAND.



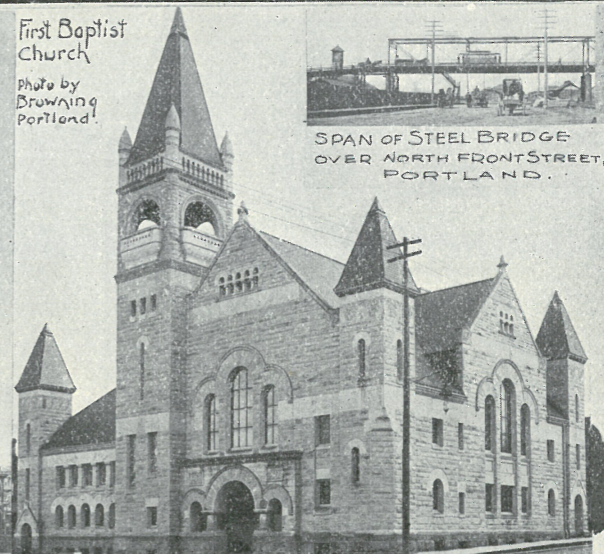
BISHOP SCOTT ACADEMY  
 Dr. J. W. Hill, Principal. Portland's Great Military and Industrial School.



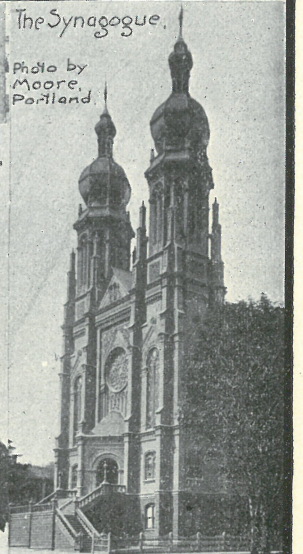
First Congregational Church.  
 Photo by Burns, Portland.



Grace Methodist Episcopal Church.  
 Photo by Moore, Portland.



First Baptist Church  
 Photo by Browning, Portland.



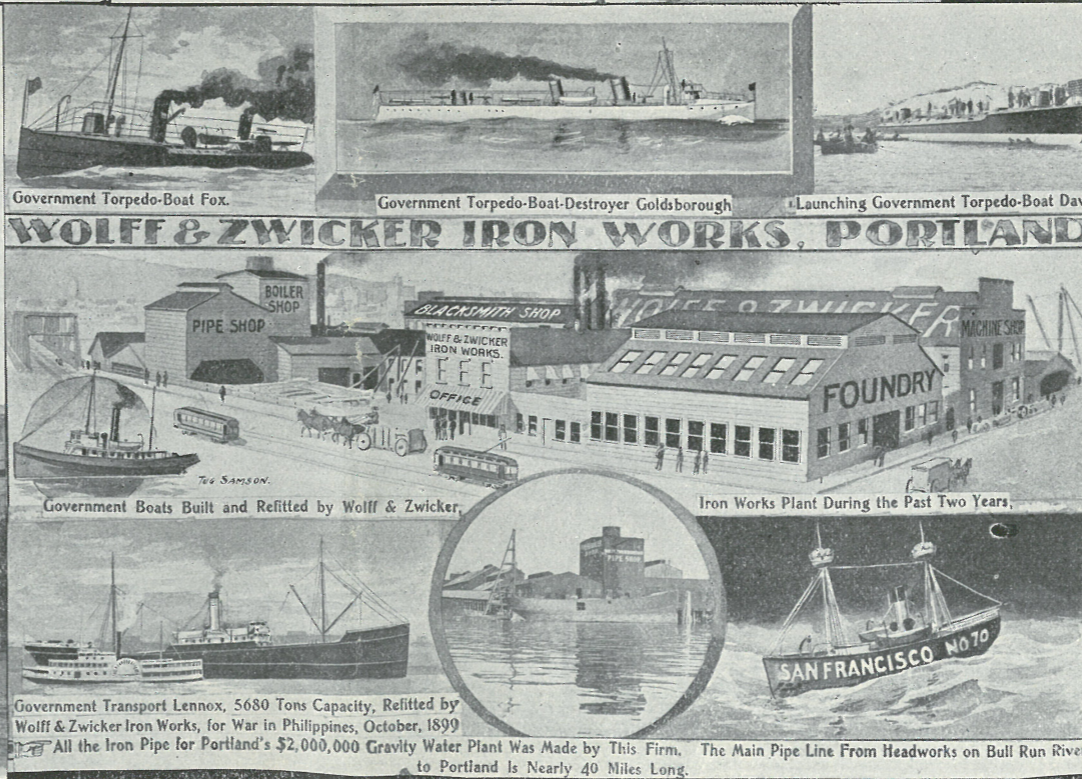
The Synagogue.  
 Photo by Moore, Portland.



SPAN OF STEEL BRIDGE OVER NORTH FRONT STREET, PORTLAND.



The Great Hardware House of Honeyman, DeHart & Co., Portland  
 —PHOTO BY L. J. HICKS, PORTLAND.

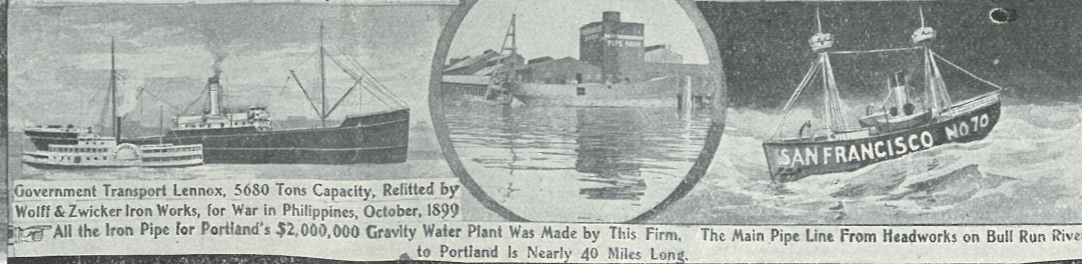


Government Torpedo-Boat Fox. Government Torpedo-Boat-Destroyer Goldsborough. Launching Government Torpedo-Boat Davis.

WOLFF & ZWICKER IRON WORKS, PORTLAND



Government Boats Built and Refitted by Wolff & Zwicker. Iron Works Plant During the Past Two Years.



Government Transport Lennox, 5680 Tons Capacity, Refitted by Wolff & Zwicker Iron Works, for War in Philippines, October, 1899. All the Iron Pipe for Portland's \$2,000,000 Gravity Water Plant Was Made by This Firm. The Main Pipe Line From Headworks on Bull Run River to Portland Is Nearly 40 Miles Long.



Trinity (Episcopal) Church.  
 Photo by Burns, Portland.

Reservoir Portland Water Works, at City Park.

Union Depot at Portland.  
 photo by L. J. Hicks, Portland.

MT. HOOD.

MT. JEFFERSON.



TAKEN FROM TOWER OF THE OREGONIAN BUILDING

FROM COPYRIGHT PHOTO, BY J. W. COLLINGE, PORTLAND

The views of Whitman County shown on this page are scenes in the heart of the famous Palouse wheat belt, tapped by the lines of the Oregon Railroad & Navigation Co. The wheat raised on these lands is exported through Portland.

—From Photos Furnished by Walter F. Burrell, Portland

### The First National Bank, Portland

Photo by  
L. J. Hicks  
Portland.

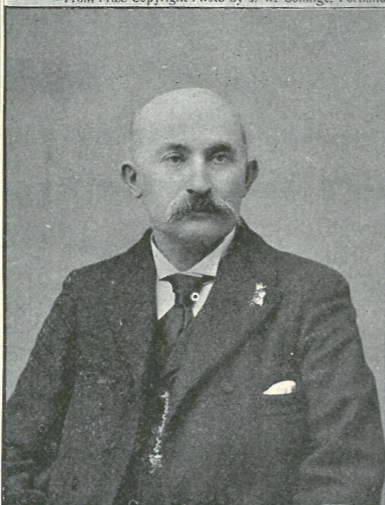


One of the great financial institutions of the West. The deposits of this bank now aggregate \$5,800,000 (nearly six millions of dollars). Portland's financial and commercial supremacy in the Pacific Northwest can be best appreciated after examining the statements of the First National Bank.



A Northern Pacific Transcontinental Train Entering Portland

—From Prize Copyright Photo by J. W. Collinge, Portland



ISAAC BERGMAN  
Mayor of Astoria, Oregon  
—PHOTO BY PAXTON, ASTORIA



Threshing, Whitman County, Wash.



Combined Header and Thresher, Whitman County, Wash.



Winter Scene, N. P. R. R.  
Views in Coeur d'Alene Mining District, Idaho  
—FROM PHOTOS BY T. N. BARNARD, WALLACE, IDAHO



WARDNER, IDAHO  
TOWN OF WARDNER, IDAHO  
BETWEEN B.H.S. MINES & KELLOGG



PHOTO BY SNODGRASS, ASTORIA  
Astoria, Oregon, at Mouth of Columbia River, Showing Shipping District

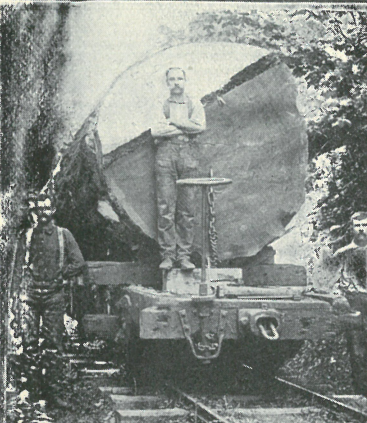


Header and Header Wagons, Whitman County, Wash.



Old Mission Church, Built by Jesuit Fathers, 1843

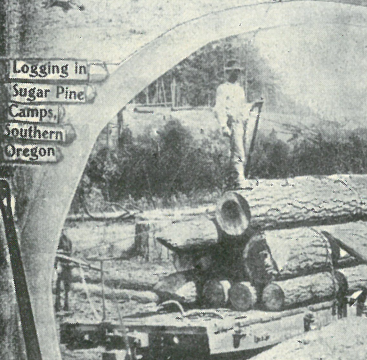
1957-5874



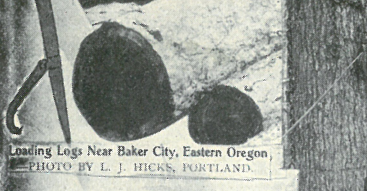
Logging in Cowlitz County, Western Washington  
— PHOTO BY J. R. HARGRAVE, KELSO, WASH.



Logging in Sugar Pine Camps, Southern Oregon



Loading Logs Near Baker City, Eastern Oregon  
— PHOTO BY L. J. HICKS, PORTLAND.



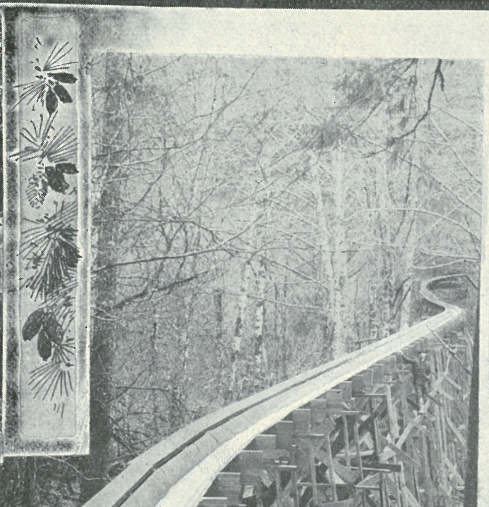
Moving Logs by Machinery, Gray's Harbor, Wash.



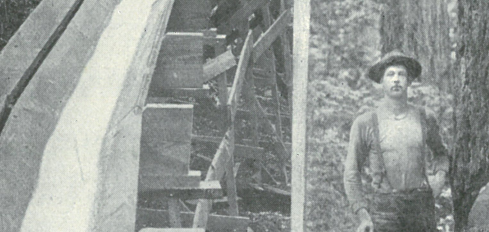
BRINGING LOGS TO MILL



— PHOTO BY H. B. MERIWETHER, ABERDEEN, WASH.



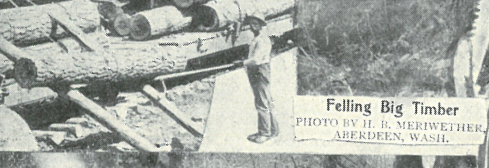
A Lumber Flume, Western Washington



Felling Big Timber  
— PHOTO BY H. B. MERIWETHER, ABERDEEN, WASH.



How Big Logs Are Handled in Inman, Poulsen & Co.'s Mills, Portland  
THIS IS THE LARGEST SAWMILL IN THE STATE.  
— PHOTO BY A. B. MCALPIN.



LOG RAFT FLOATED FROM THE COLUMBIA RIVER TO SAN FRANCISCO



THE FAMOUS "BULL" TEAMS OF OREGON'S LUMBER CAMPS.



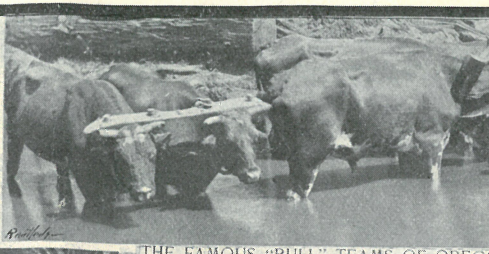
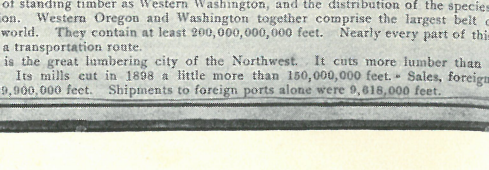
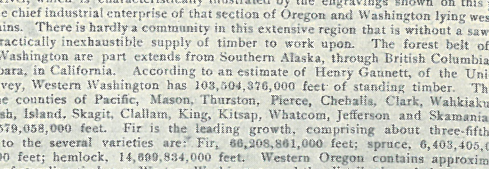
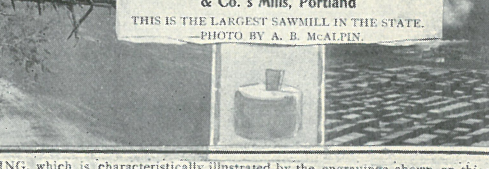
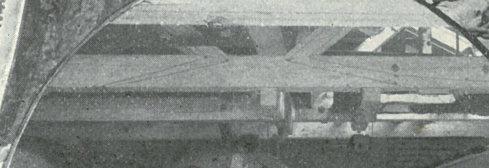
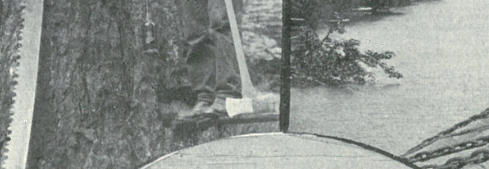
A SMALL SAWMILL, ROGUE RIVER VALLEY, OREGON



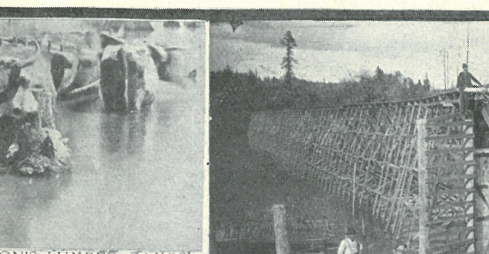
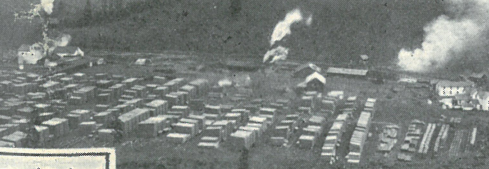
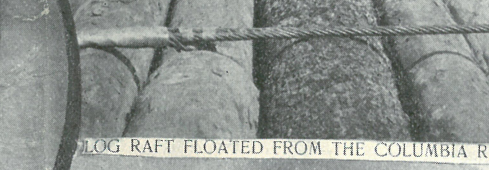
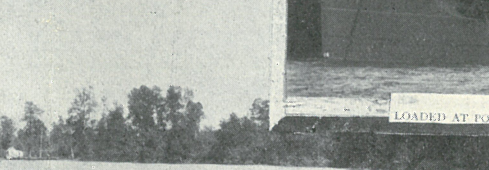
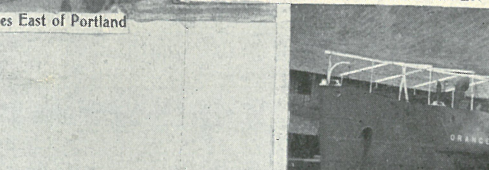
BARGE LOADING TIES FROM MILL FLUME, WESTERN WASHINGTON



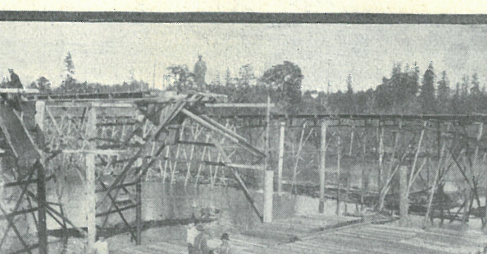
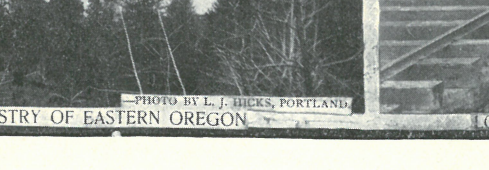
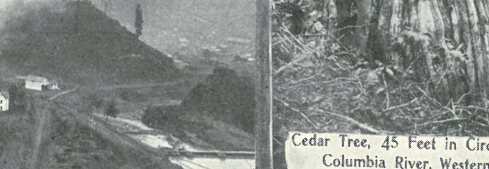
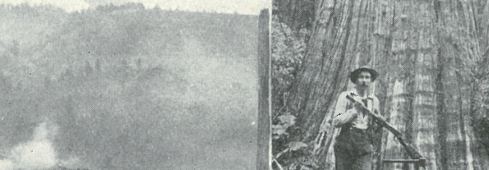
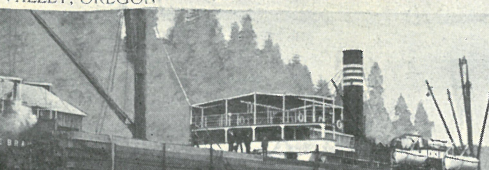
On Larch Mountain, 28 Miles East of Portland



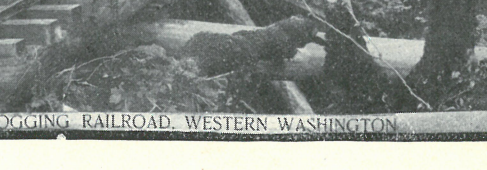
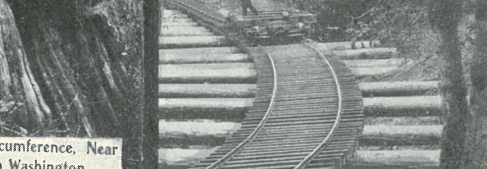
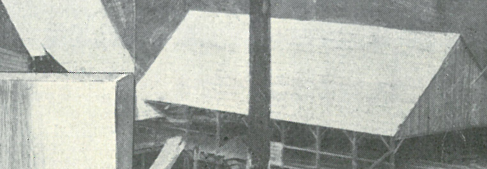
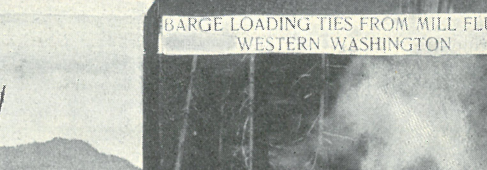
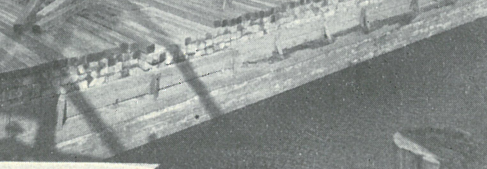
A SMALL SAWMILL, ROGUE RIVER VALLEY, OREGON



Turtle-Back Steamship Orange Branch  
LOADED AT PORTLAND WITH 3,000,000 FEET OF LUMBER FOR CHINA, AUGUST, 1890.  
— PHOTO BY L. J. HICKS, PORTLAND.

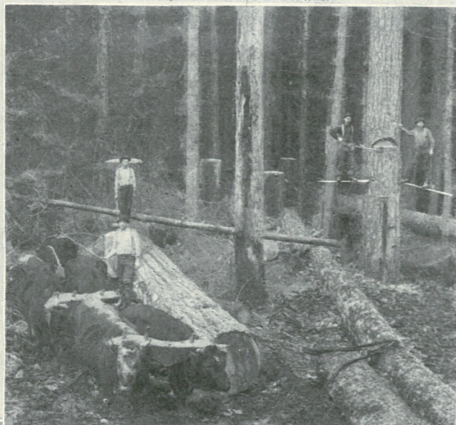
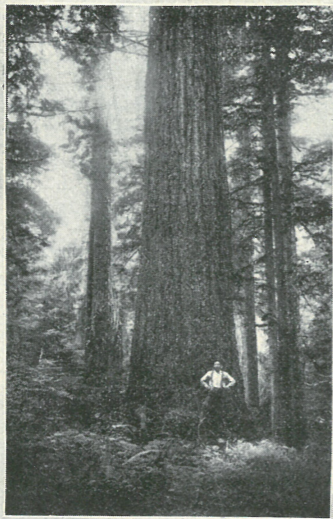
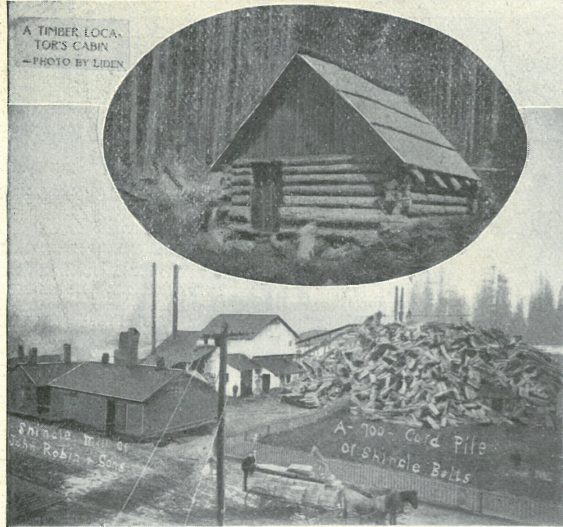


Cedar Tree, 45 Feet in Circumference, Near Columbia River, Western Washington  
— PHOTO BY J. R. HARGRAVE, KELSO, WASH.

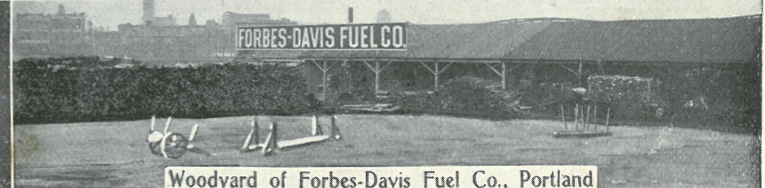
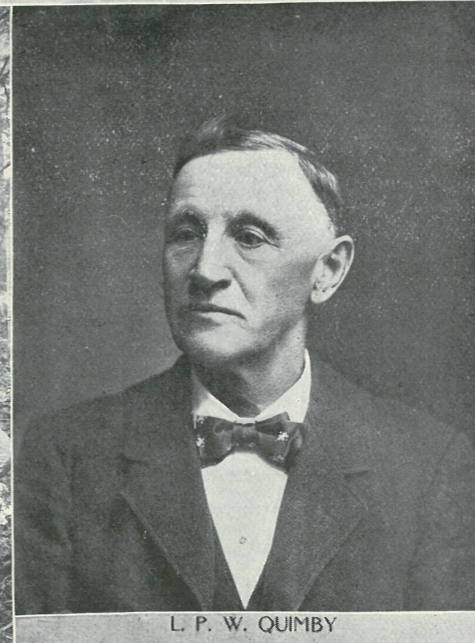
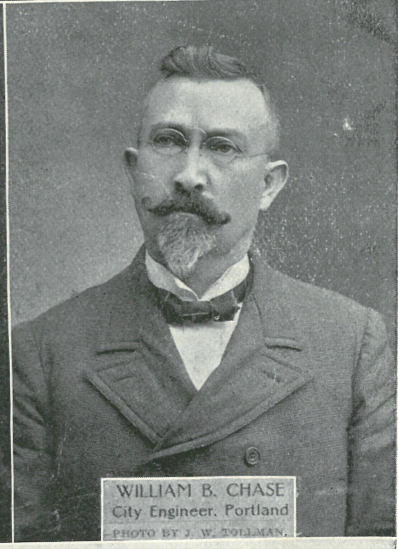
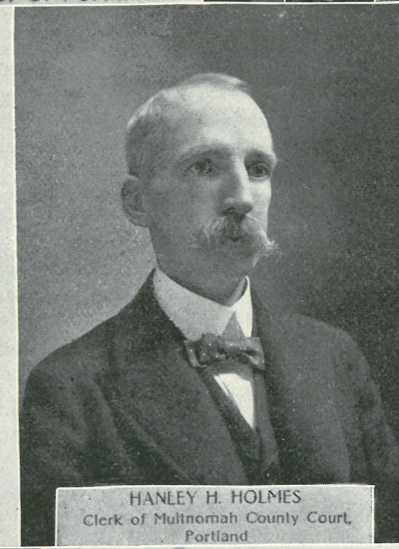
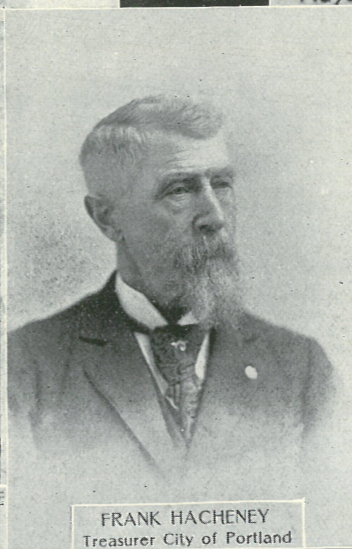
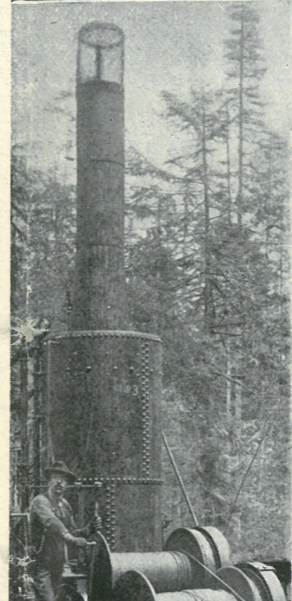
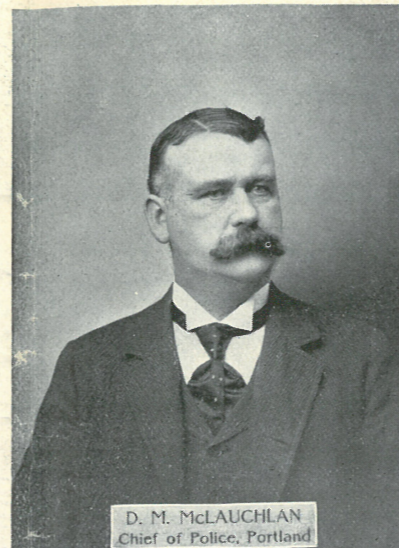
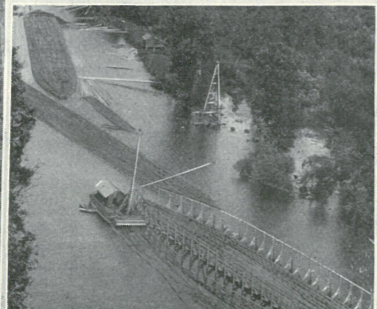
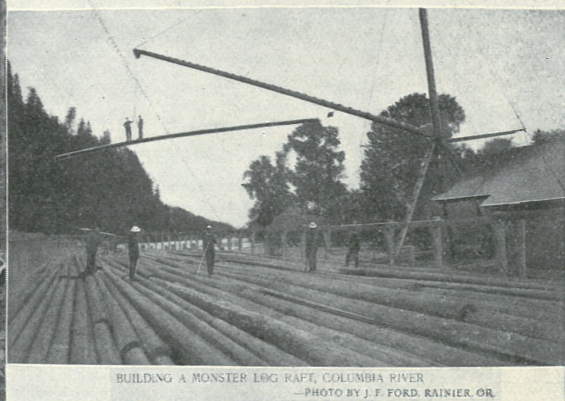


LUMBERING, which is characteristically illustrated by the engravings shown on this page, has always been the chief industrial enterprise of that section of Oregon and Washington lying west of the Cascade mountains. There is hardly a community in this extensive region that is without a saw mill or a shingle mill, and a practically inexhaustible supply of timber to work upon. The forest belt of which Western Oregon and Washington are part extends from Southern Alaska, through British Columbia, and southward to Santa Barbara, in California. According to an estimate of Henry Gannett, of the United States Geological Survey, Western Washington has 103,504,376,000 feet of standing timber. This is distributed throughout the counties of Pacific, Mason, Thurston, Pierce, Chehalis, Clark, Wahkiakum, Lewis, Cowlitz, Snohomish, Island, Skagit, Clallam, King, Kitsap, Whatcom, Jefferson and Skamania, Chehalis leading with 18,579,052,000 feet. Fir is the leading growth, comprising about three-fifths of the total. Statistics as to the several varieties are: Fir, 80,208,861,000 feet; spruce, 6,403,405,000 feet; cedar, 16,192,376,000 feet; hemlock, 14,099,834,000 feet. Western Oregon contains approximately about the same amount of standing timber as Western Washington, and the distribution of the species is in about the same proportion. Western Oregon and Washington together comprise the largest belt of merchantable timber in the world. They contain at least 200,000,000,000 feet. Nearly every part of this belt is within easy reach of a transportation route.

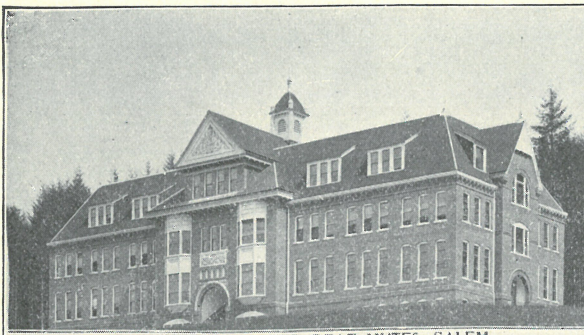
Portland is the great lumbering city of the Northwest. It cuts more lumber than any city on the Pacific coast. Its mills cut in 1898 a little more than 150,000,000 feet. Sales, foreign, domestic and local, were 129,000,000 feet. Shipments to foreign ports alone were 9,618,000 feet.



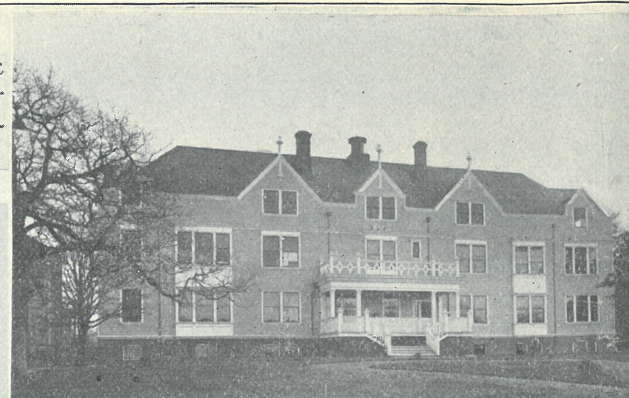
The primeval forests of Oregon and Washington offer scenes of the greatest natural attraction.



Prominent public buildings at or near Salem, the state capital of Oregon.



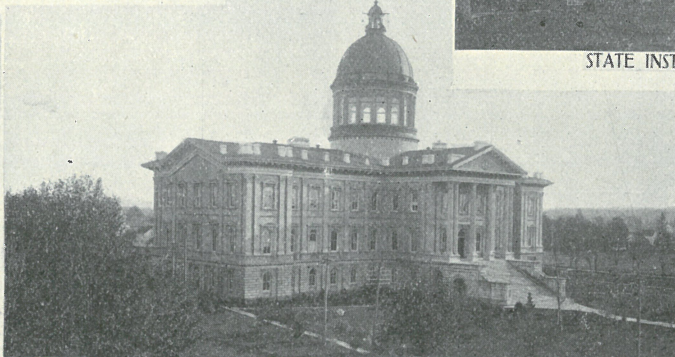
OREGON SCHOOL FOR DEAF MUTES, SALEM



STATE INSTITUTE FOR THE BLIND, SALEM

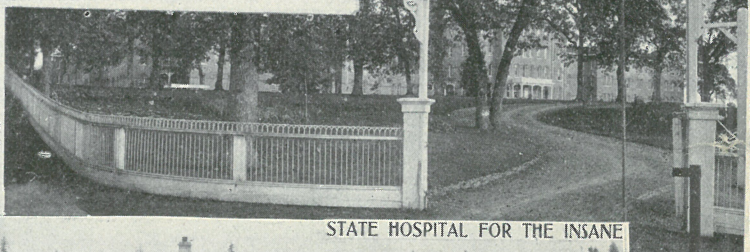


CITY HALL, SALEM



OREGON STATE CAPITOL, SALEM

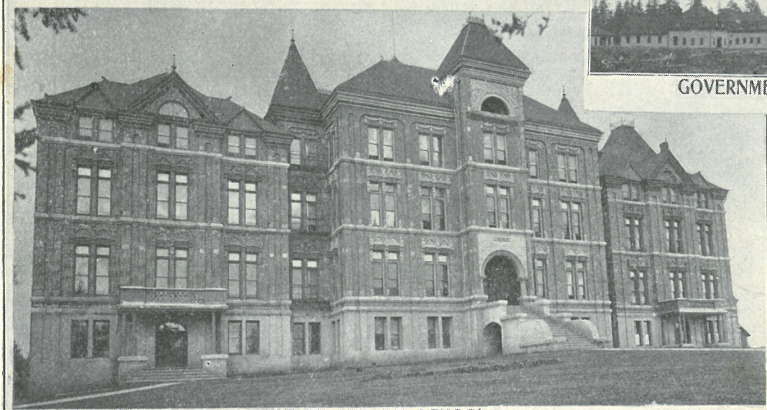
FROM  
PHOTOS  
FURNISHED  
BY  
CRONISE  
SALEM  
OR.



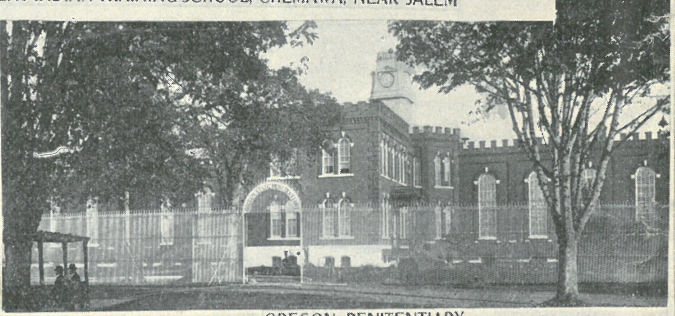
STATE HOSPITAL FOR THE INSANE



GOVERNMENT INDIAN TRAINING SCHOOL, CHEMAWA, NEAR SALEM



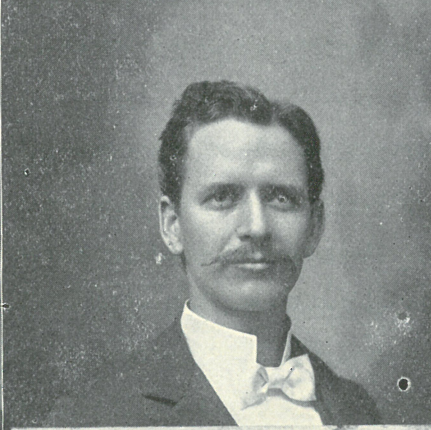
STATE REFORM SCHOOL



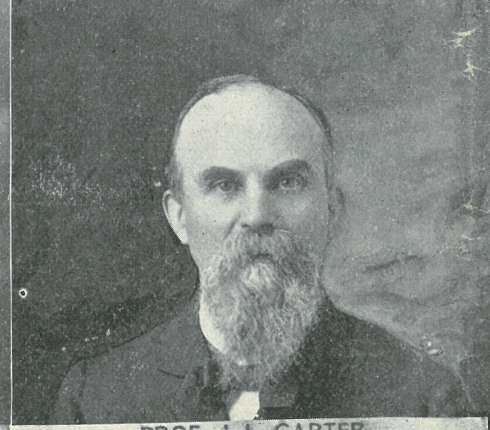
OREGON PENITENTIARY



JOSEPH D. LEE  
Superintendent Oregon State Penitentiary, Salem  
-PHOTO BY F. J. BROWN, SALEM



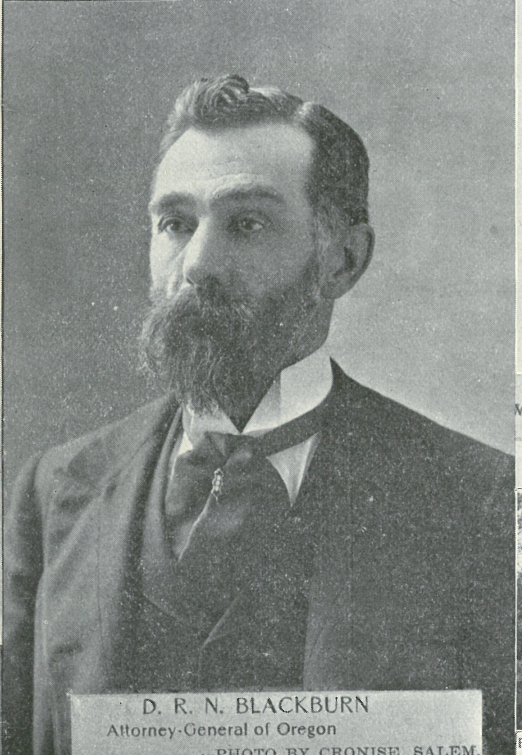
CLAYTON WENTZ  
Superintendent School for Deaf, Salem  
-PHOTO BY HAYES, PORTLAND



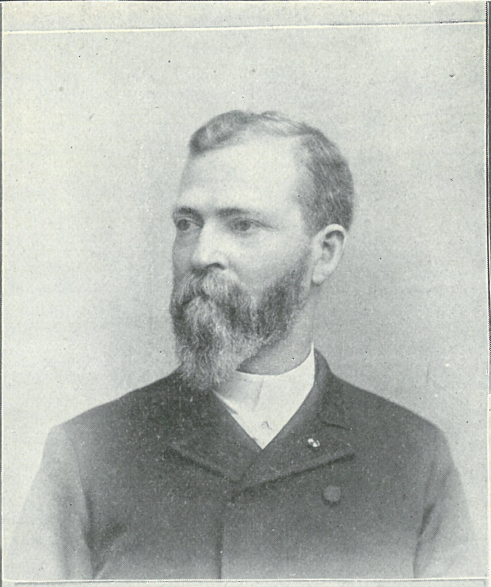
PROF. J. L. CARTER  
Superintendent Oregon School for Blind, Salem  
-PHOTO BY CRONISE, SALEM



T. T. GEER  
Governor of Oregon



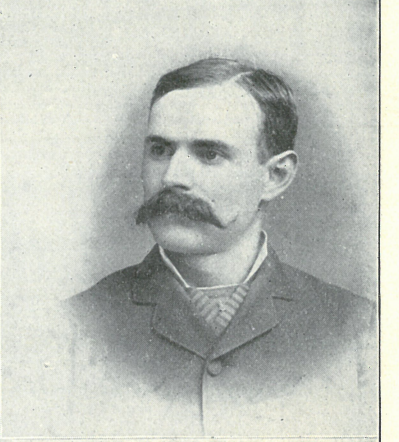
D. R. N. BLACKBURN  
Attorney-General of Oregon  
-PHOTO BY CRONISE, SALEM



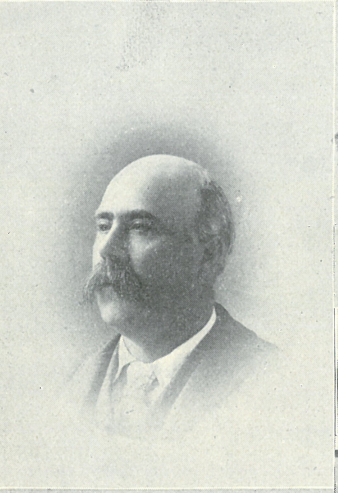
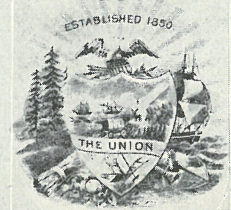
MAJOR WM. J. SHIPLEY  
Commandant Oregon Soldiers' Home, Roseburg  
-PHOTO BY MOORE, PORTLAND.



BRIG.-GEN. CALVIN U. GANTENBEIN  
Adjutant-General, Oregon National Guard



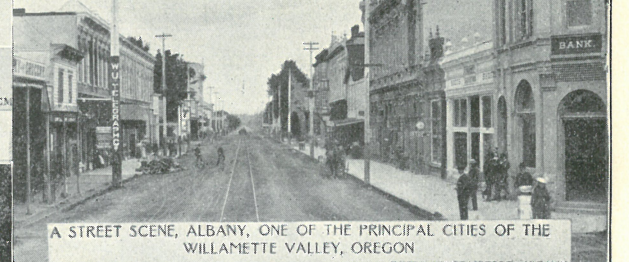
PROF. H. E. BICKERS  
Superintendent Oregon State Reform School, Salem



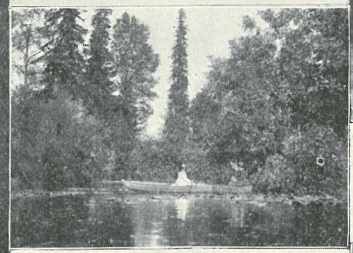
J. T. JANES  
Warden Oregon State Penitentiary, Salem  
-PHOTO BY WEST, SALEM



STEEL BRIDGE SPANNING THE WILLAMETTE RIVER AT ALBANY



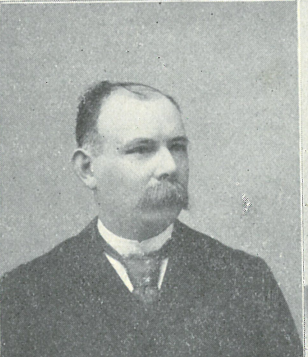
A STREET SCENE, ALBANY, ONE OF THE PRINCIPAL CITIES OF THE WILLAMETTE VALLEY, OREGON  
-PHOTO BY CRAWFORD, ALBANY



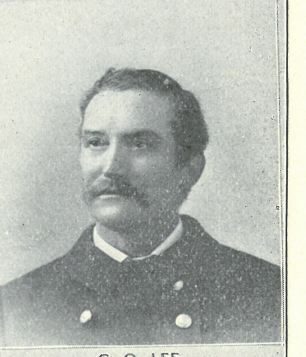
POND, SHOWING POND LILIES, NEAR ALBANY  
-PHOTO BY P. A. YOUNG



HORSESHOE BEND, ON WILLAMETTE, NEAR ALBANY  
-PHOTO BY P. A. YOUNG, ALBANY



C. G. BURKHART  
Mayor of Albany  
-PHOTO BY CRAWFORD & HARNISH, ALBANY



C. O. LEE  
Chief of Police, Albany  
-PHOTO BY CRAWFORD & PAXTON, ALBANY

SOUTHERN PACIFIC'S FAST CALIFORNIA EXPRESS AT STEEL RAILROAD BRIDGE, PORTLAND.

THE ROGUE RIVER VALLEY, SOUTHERN OREGON, TRAVERSED BY THE SOUTHERN PACIFIC

The northern terminus of the matchless Southern Pacific system is Portland. This company runs two elegantly appointed, fast express trains between Portland and San Francisco daily. In grandeur and variety of scenery this route is one of the most attractive of the continent. Full information, pamphlets, etc., can be obtained by addressing C. H. Markham, General Passenger Agent, Portland.

LANDS IN OREGON. The Southern Pacific Company gives special excursion rates to those who may intend to settle on Oregon lands. Full information regarding location of lands and land values will be forwarded by J. H. Andrews, the company's land agent, Portland, or by William H. Mills, at the head of the Company's Land Department, San Francisco.

INTERIOR VIEWS STEAMER HASSALO  
Portland-Astoria Route.  
Finest and Fastest Boat out of Portland

Solid Vestibuled Limited Train, Chicago-Portland Special, one of the Best-Appointed Trains of the Continent. Through and Direct Service Every Day Between Portland and Chicago

OREGON RAILROAD & NAVIGATION CO.'S LINES. RAIL-RIVER-OCEAN HEAD OFFICES AND HEADQUARTERS AT PORTLAND

Steamship Columbia Portland-San Francisco Line  
PHOTO BY J. J. HINES, PORTLAND, ORE.

The Popular T. J. Potter, Portland-Astoria Route  
Photo by J. J. Hines, Portland, Ore.  
T. J. Potter and Tug Wallula, of O.R. & N. Co.

The Only Road out of Portland Which Gives a Limited Train Service to the East. The Chicago-Portland Special Carries Dining, Library, Buffet and Parlor Sleeping Cars. Fastest Time. Best Service. No Change of Cars Between Portland and Chicago

The O. R. & N. conducts a Special Experimental Agricultural Bureau for the Benefit of Settlers Along its Lines. Full Information Regarding the Country it Traverses, Rates, etc., will be furnished by W. H. Hurlburt, General Passenger Agent, Portland, on Application.

One Locomotive on the O. R. & N. Co.'s Tracks Hauls as Much Wheat Down the Tide-Level Pass of the Columbia River to Portland's Docks as Four Locomotives Haul over the Heavy Grades of the Cascade Mountains to Tacoma or Seattle, on Puget Sound

Savies Street Car Barns and Car Shops

Open Passenger Car, Built June, 1899, in Shops City & Suburban Ry. Co. at Portland

Picnic Grounds, Cedar Grove, St. Johns Line

Portsmouth Station, St. Johns Line

City & Suburban Ry. Co.'s Lines  
PORTLAND  
Over 60 miles of thoroughly equipped electric road.  
Over 71 miles of steam motor line. Traverses extreme outskirts of city, north, south, east and west. Visitors to Portland should take the ride to signify Mount Tabor, St. Johns, on banks of the Willamette, Riverview Cemetery, and Woodstock, with its suburban homes, all reached by the road. Mount Hood is seen at its best from cars of City & Suburban Ry. Co.

STEAM FERRY ON COLUMBIA RIVER, PORTLAND RAILWAY COMPANY.  
PHOTO BY J. J. HINES, PORTLAND.

MT. HOOD FROM COLUMBIA RIVER AT VANCOUVER, WASH.  
PHOTO BY J. J. HINES, PORTLAND.

BAND STAND, PARADE GROUNDS AND A CORNER IN THE BEAUTIFUL MILITARY BURIAL GROUNDS, FORT VANCOUVER.  
PHOTO BY J. J. HINES.

FIRING MORNING SALUTE, FORT VANCOUVER

Attractions of Portland Railway Co.'s Lines

TERMINUS OF CAR LINE, SHORE OF COLUMBIA RIVER SEVEN MILES FROM PORTLAND.

Portland Traction Company

View of Portland From the "Heights" on a Clear Day  
MT. RAINIER, MT. ST. HELENS, MT. ADAMS

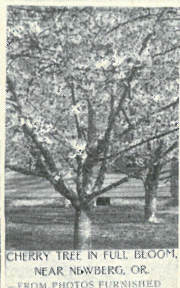
Portland Heights, One of Portland's Most Attractive Residence Sections  
Lying at an elevation of nearly 1000 feet above the city itself, the prospect from the "Heights" commands a view of all of Portland, and the Cascade range of mountains beyond, including no less than five snow-capped peaks. The "Heights" are reached by the thoroughly equipped electric and cable line of the Portland Traction Company. The rails of this car line rest on solid concrete, thus insuring both safety and comfort of its patrons.



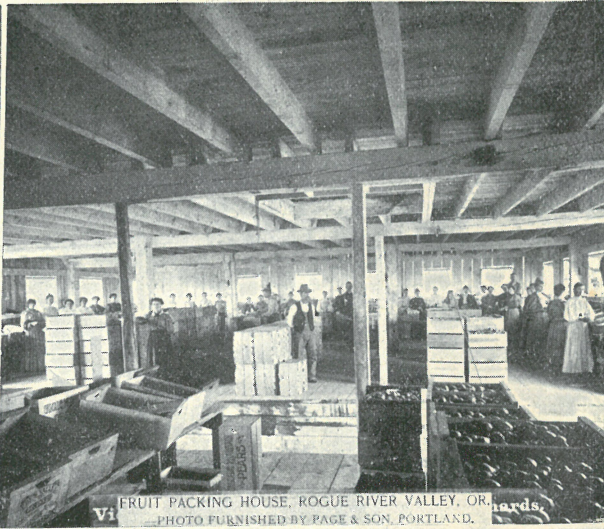
GATHERING APPLES IN ROGUE RIVER VALLEY, OR., FOR THE PORTLAND MARKET  
—PHOTO FURNISHED BY PAGE & SON, PORTLAND.



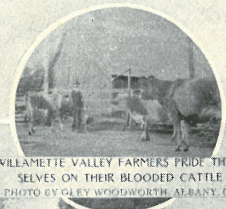
ORCHARD VIEW, NEAR NEW-  
BERG, OR.



CHERRY TREE IN FULL BLOOM,  
NEAR NEWBERG, OR.  
—FROM PHOTOS FURNISHED  
BY I. W. SMITH, NEWBERG



FRUIT PACKING HOUSE, ROGUE RIVER VALLEY, OR.  
—PHOTO FURNISHED BY PAGE & SON, PORTLAND.



WILLAMETTE VALLEY FARMERS PRIDE THEM-  
SELVES ON THEIR BLOOD CATTLE  
—PHOTO BY GLEY WOODWORTH, ALBANY, OR.



A SILVER PRUNE TREE NEAR WOODBURN, WILLAMETTE VALLEY, OR.  
The one trouble experienced by Oregon farmers is that their fruit trees bear too heavily  
—PHOTO BY BURNS, PORTLAND.



HARVESTING GRAIN, EASTERN OREGON  
—PHOTO BY LEE MOOREHOUSE, PENDLETON, OR.



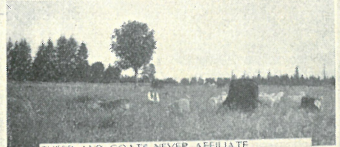
NO HOUSES ARE SO INVITING AS THOSE OF THE OREGON FARMER  
A Farmhouse on the Waldo Hills, Willamette Valley.



A YOUNG ORCHARD NEAR SALEM, OR.  
—PHOTO BY CHORINE, SALEM, OR.



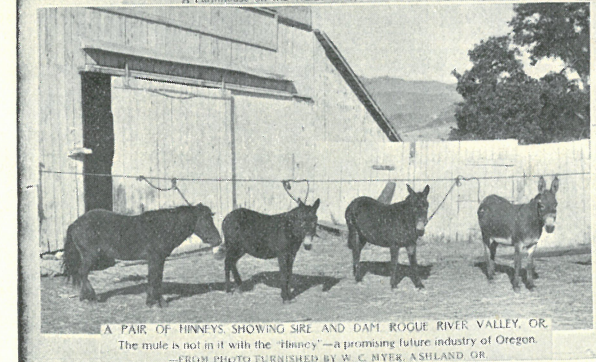
ANGORA GOATS KILLING UNDERGROWTH ON A  
WILLAMETTE VALLEY FARM  
—PHOTO BY P. A. YOUNG, ALBANY, OR.



SHEEP AND GOATS NEVER AFFILIATE  
Scene on a Willamette Valley farm.  
—PHOTO BY P. A. YOUNG, ALBANY, OR.



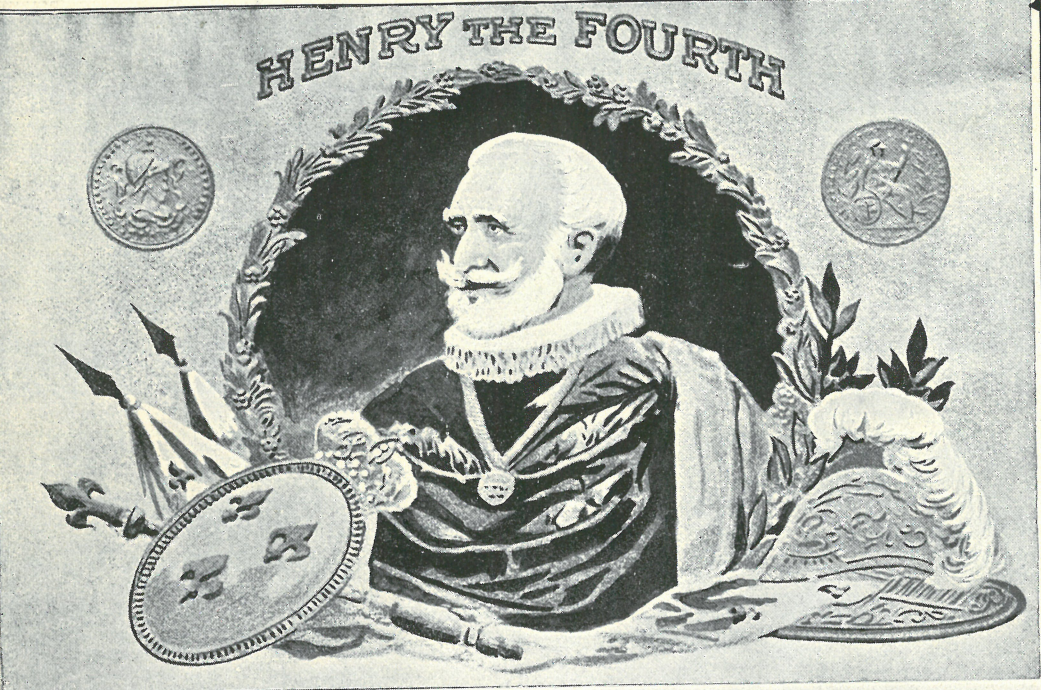
BARTLETT PEAR TREE, ROGUE RIVER VALLEY, OR.  
—PHOTO FURNISHED BY PAGE & SON, PORTLAND.



A PAIR OF MULES, SHOWING SIRE AND DAM ROGUE RIVER VALLEY, OR.  
The mule is not in it with the "hinney"—a promising future industry of Oregon.  
—FROM PHOTO FURNISHED BY W. C. MYER, ASHLAND, OR.

Oregon wheat has long been a staple article of export. The statistics published on the shipping pages of this number will furnish a fund of authentic information regarding the magnitude of wheat shipments from Portland, which is the clearing port for the great wheat product of the Pacific Northwest. Stretching away from Portland to the south for a distance of 350 miles are the rich farming lands and orchards of the Willamette, Yoncalla, Umpqua and Rogue river valleys. East of the Cascades are the hundreds of square miles of rolling plains, with their top dressing of rich alluvial deposits, which yield from 25 to 60 bushels of wheat to the acre. All of the products of these agricultural lands are shipped through Portland. The fruits indigenous to Oregon are apples, pears, prunes and the larger fruits of the semi-tropic varieties. The Bartlett pears of Oregon beat the world. The best apples in the New York market are from Oregon. The Oregon prune is a heavy article of export. Rogue river valley (Oregon) peaches and melons vie in quality with fruit of similar variety raised elsewhere for size and richness of flavor. There are no strawberries like those raised in Oregon. Oregon with its mildness of climate and rich soils offers unexcelled opportunities for the farmer, the orchardist and the dairyman. The forests are perennially green, and the verdure of the landscape is never withered.

ROLLING PLAINS OF EASTERN OREGON, SHOWING  
GREAT WHEAT FIELDS  
—FROM PHOTO FURNISHED BY WILSON BROS.,  
MORROW COUNTY.



## CHOICEST HAVANA CIGAR

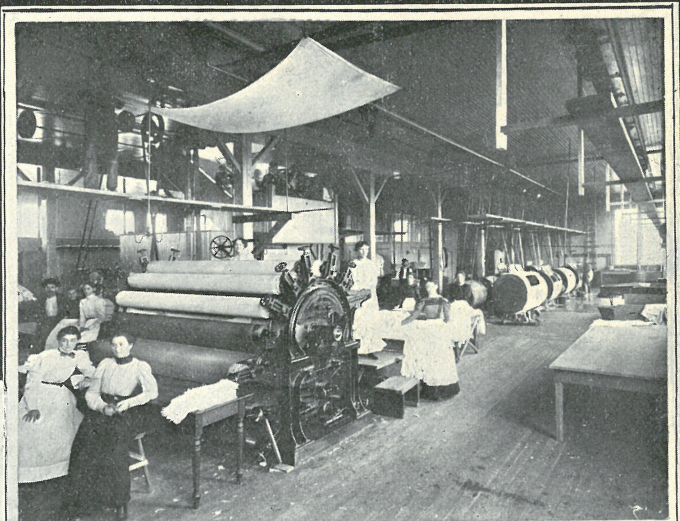
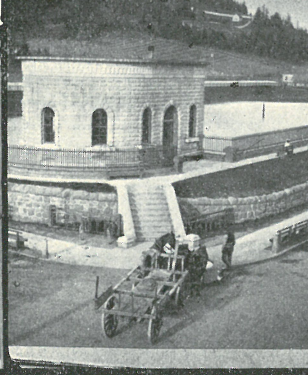
SOLD IN 20 SIZES

ALLEN & LEWIS — DISTRIBUTORS — Portland, Oregon



DINING ROOM, WATSON'S RESTAURANT, PORTLAND  
Seating Capacity 250. Employs 60 People. Run on Check System.

### MOUNT LABOR RESERVOIR, PORTLAND WATER WORKS SYSTEM.



INTERIOR VIEW SHOWING THE WORKS IN OPERATION.



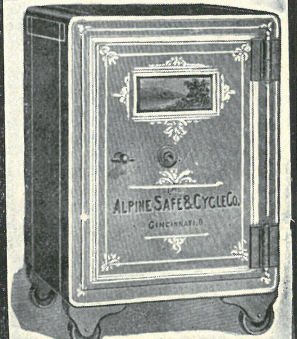
LA CELESTINA  
MASON, EHRMAN & CO., Portland  
DISTRIBUTORS



EUGENE HOCH  
Wholesale Liquors, Portland  
—PHOTO BY L. J. HICKS

### No. 6 ALPINE SAFE.

Patented June 12, 1888.



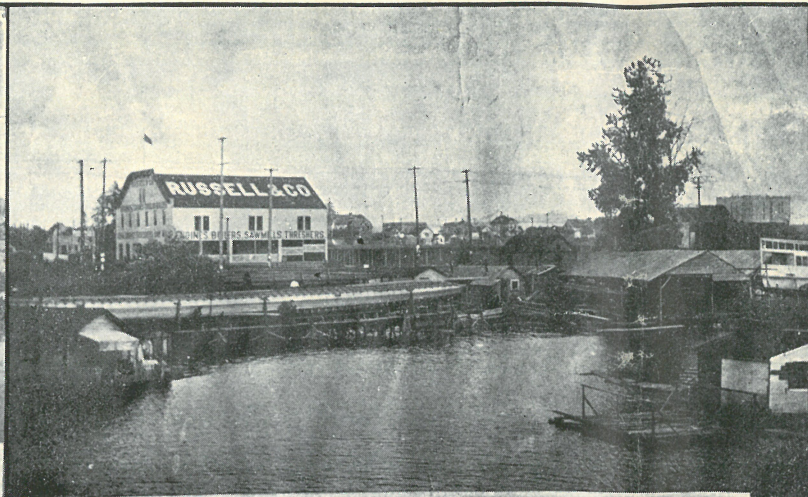
C. W. LaBARRE, Agent  
203 Washington St., Portland, Oregon  
SEE PAGE 31



TROY LAUNDRY CO., 201 AND 205 EAST WATER STREET,  
PORTLAND.



**OVERLAND WAREHOUSE**  
Spencer-Clarke Co., Portland (General Storage at Low Rates and Low Insurance Rates) and at Seattle and Spokane.



**Russell & Co., Builders of Engines, Boilers, Sawmills and Threshers, Portland**



**HEILER BLOCK**  
Corner Grand and Hawthorne Avenues, East Side, Portland  
—PHOTO BY L. J. HICKS, PORTLAND



**RESIDENCE OF A. J. HAMILTON**  
415 Multnomah St., Portland



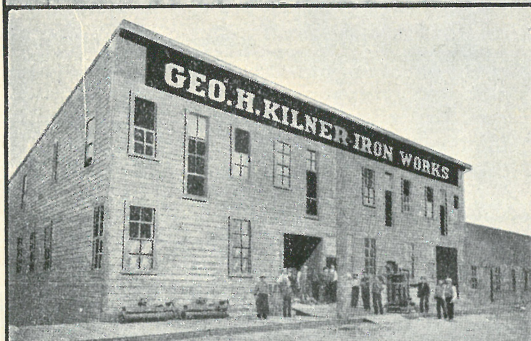
**THE H. F. SPALDING**  
Helen F. Spalding, Proprietress. A Modern Apartment House of Portland  
—PHOTO BY L. J. HICKS, PORTLAND



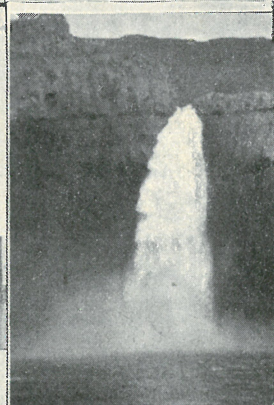
The "Music Building" now being constructed at corner of Park and Washington streets, which will be occupied by Eilers Piano House, the Northwest general agency for Chickering, Weber and Kimball Pianos; The Aeolian Company; Wright's Music Store.



**EXTERIOR VIEW OF BUFFALO PITTS CO., EAST PORTLAND**  
—PHOTO BY L. J. HICKS, PORTLAND



**GEORGE H. KILNER IRON WORKS**  
... 131 East Water Street ...  
Builders of  
**MARINE, STATIONARY and LOGGING ENGINES and BOILERS**  
Manufacturers of  
**BRIDGE BOLTS and WASHERS and OTHER BRIDGE IRON WORK ...**



**Lower Palouse Falls**  
Fall 196 Feet  
—A. D. KING, PHOTO, COLFAX, WASH.



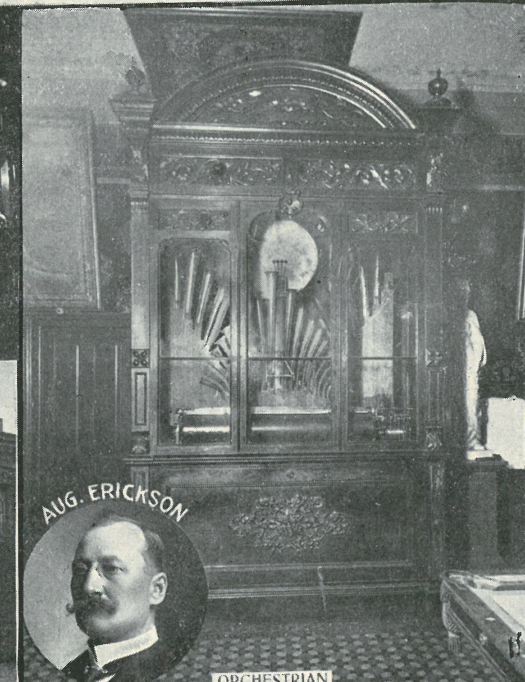
**THE CUT-RATE CIGAR AND NEWS STAND**  
J. F. Handley & Co., Proprietors. 291 Washington St., Perkins Hotel Bldg.  
—PHOTO BY L. J. HICKS, PORTLAND



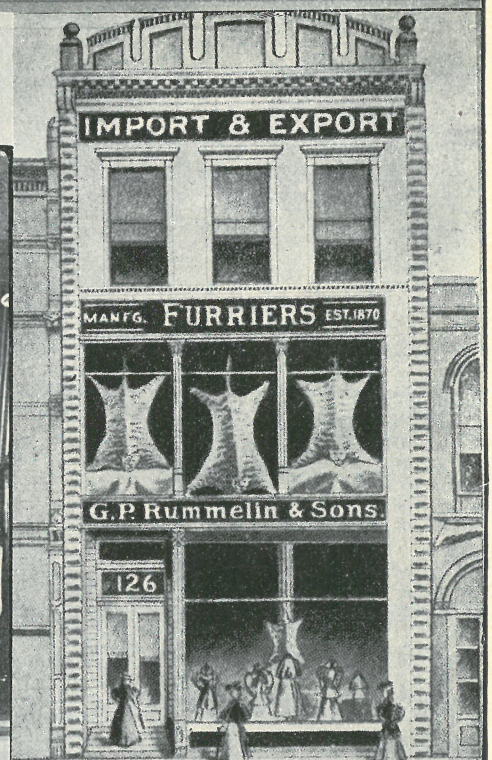
**Concert, Billiard and Pool Room**  
Blazier's, 248 Burnside Street, Portland



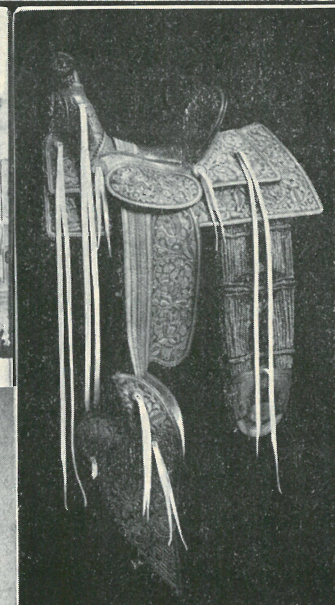
**Willamette Tent & Awning Company, Portland, Showing Firm's Automobile in Foreground**  
—PHOTO BY L. J. HICKS, PORTLAND, OR



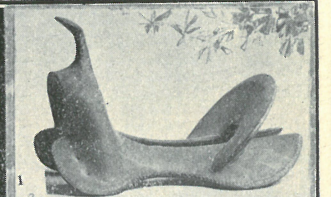
**AUG. ERICKSON**  
**ORCHESTRIAN**  
in Music Hall of August Erickson, Second and Burnside Streets, Portland  
This is the Largest Instrument of the Kind in the Northwest



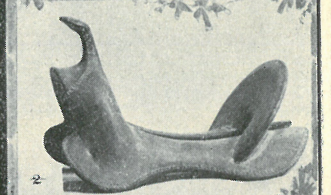
**G. P. RUMMELIN & SONS**  
126 Second St., Portland  
Manufacturing Furriers. Established 1870



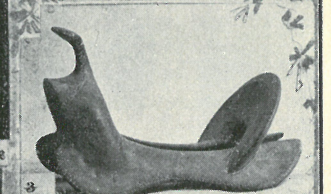
**No. 85 Saddle. With the Famous Clark Tree**



**Rough Rider, Montana Style**



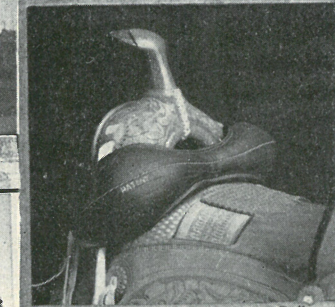
**Visalia, Denver Style**



**White River, Denver Style**

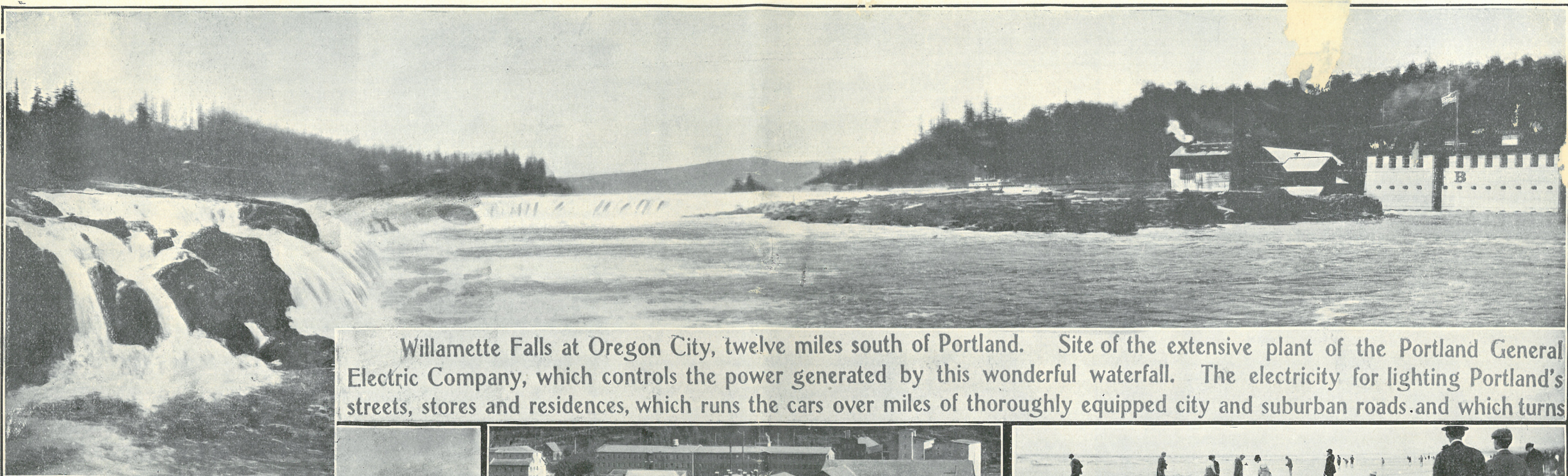


**Taylor Tree, Denver Style**

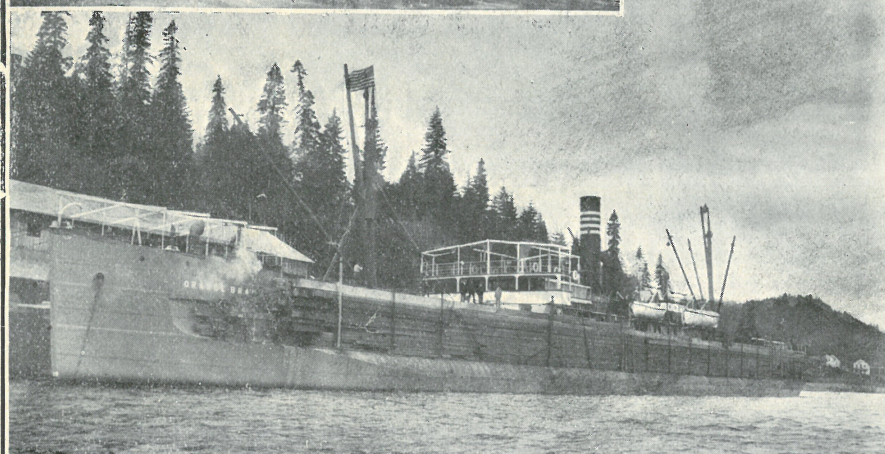


**Clark's Latest Patent Bucking Roll**

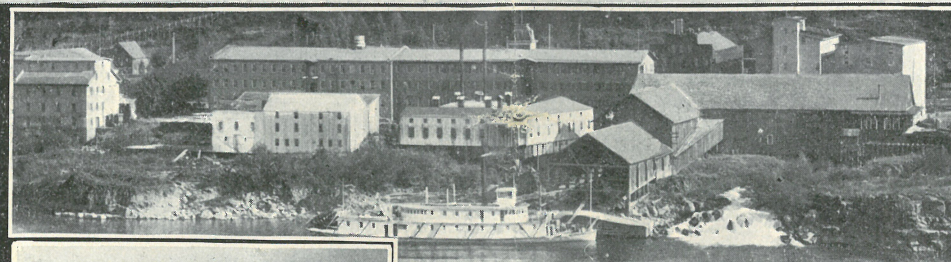
The above are the latest styles for 1900 Round-Up, manufactured by John Clark & Son, the only makers of Saddle Trees, and largest manufacturers of High-Grade Stock Saddles and Cowboy Outfits this side of Denver.



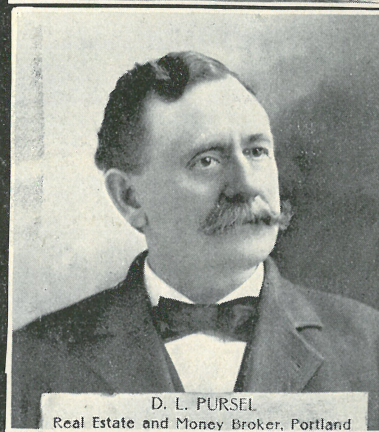
Willamette Falls at Oregon City, twelve miles south of Portland. Site of the extensive plant of the Portland General Electric Company, which controls the power generated by this wonderful waterfall. The electricity for lighting Portland's streets, stores and residences, which runs the cars over miles of thoroughly equipped city and suburban roads and which turns



Steamship Orange Branch, 2196 tons. Loaded at Portland with 2,889,348 feet of Lumber for Shanghai, August 24, by the PACIFIC EXPORT LUMBER COMPANY, PORTLAND



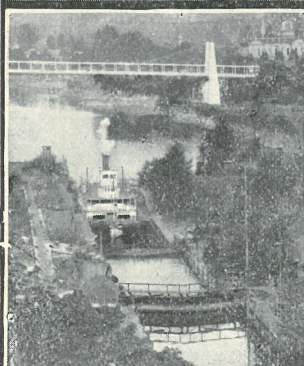
Steamboat Landing at Oregon City  
—PHOTO BY HERBERT A. HALE, PORTLAND, OR.



D. L. PURSE  
Real Estate and Money Broker, Portland

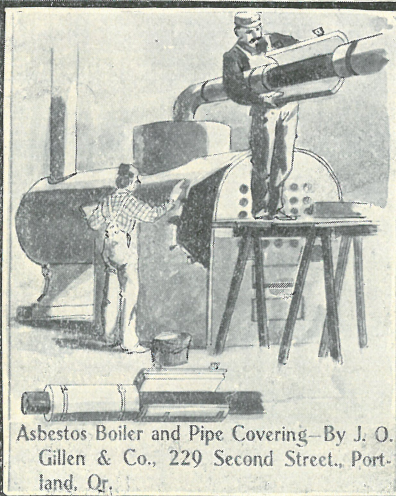


National Editorial Association at Beach, near Astoria, 1899  
—PHOTO BY SNODGRASS, ASTORIA.



Locks and Canal Around Willamette Falls, Oregon City.

—PHOTO BY HERBERT A. HALE



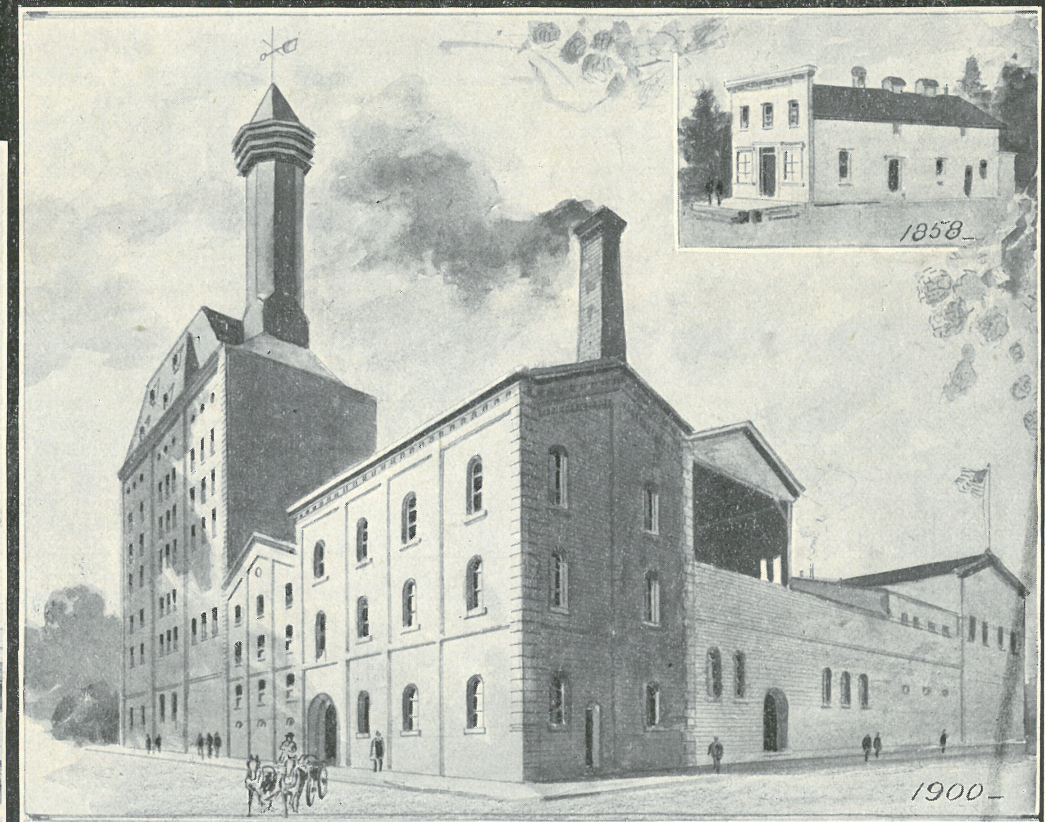
Asbestos Boiler and Pipe Covering—By J. O. Gillen & Co., 229 Second Street., Portland, Or.



THE BELVEDERE, IN CONNECTION WITH LOUVRE CAFE  
Fritz Strobel & Co., Proprietors, Fourth and Alder Streets, Portland  
—PHOTO BY L. J. BUCKS, PORTLAND

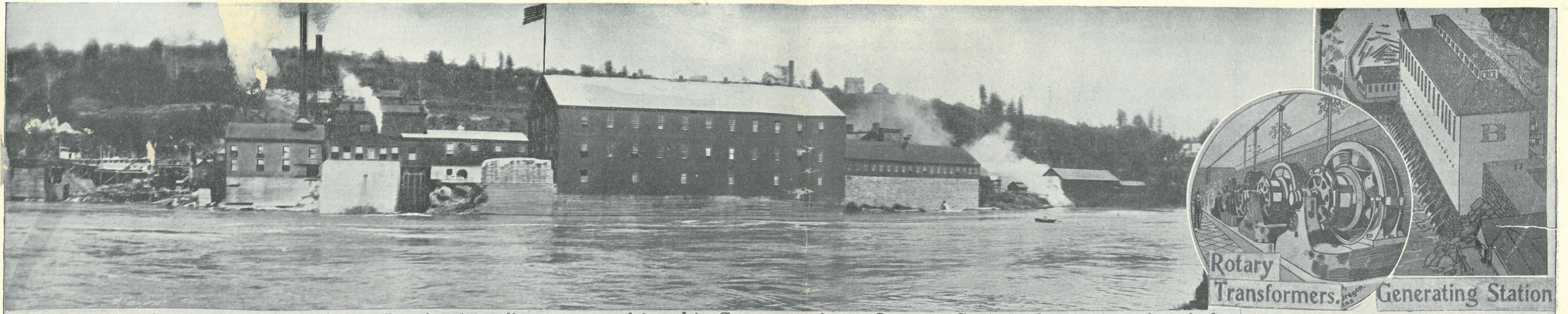


The Marquam Building, Showing Offices of the North Pacific Department of the Penn Mutual Life Ins. Co. of Philadelphia

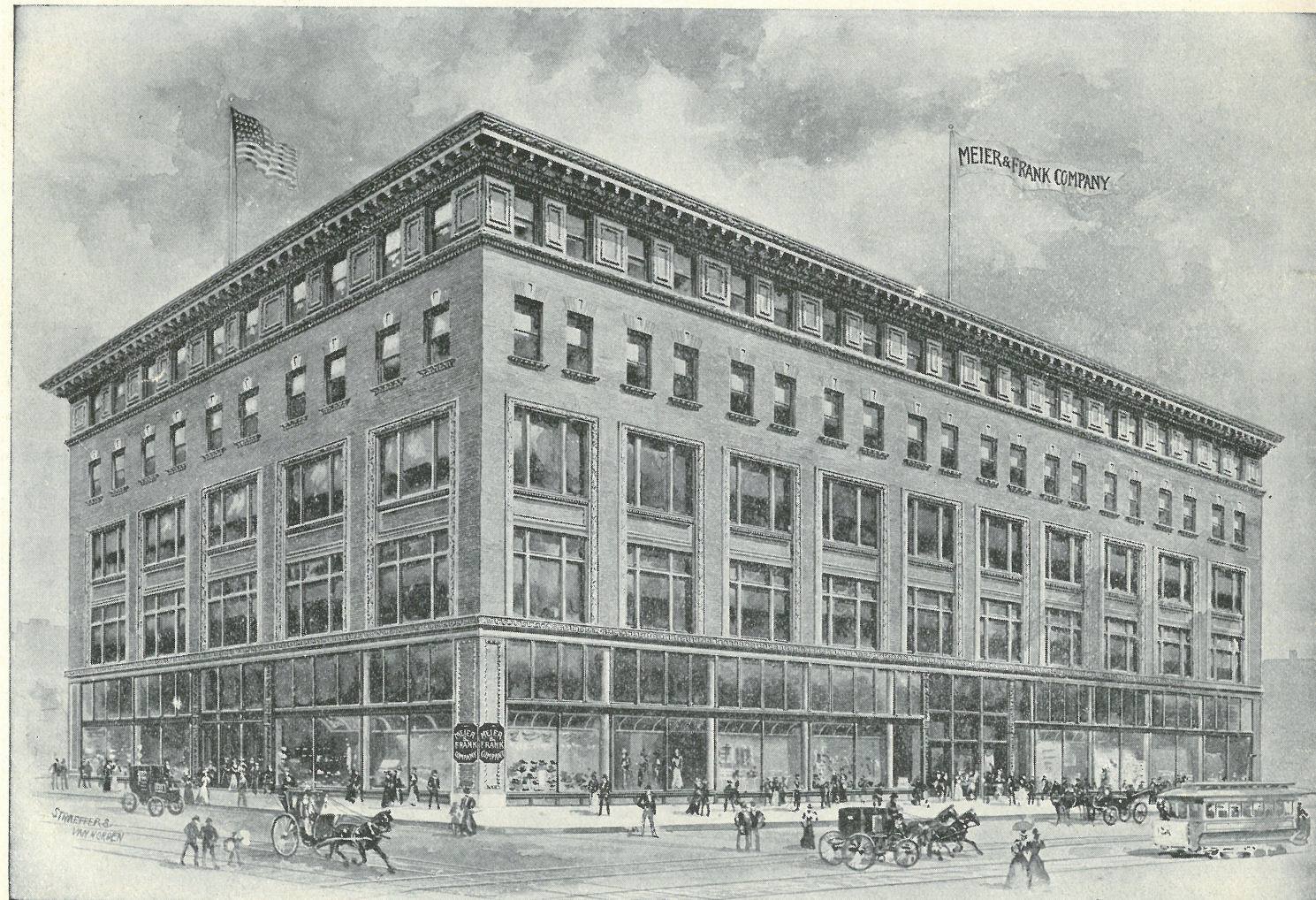


The Great Brewing Plant of Henry Weinhard, Portland. The Beer That Promises to Make Portland Famous. Weinhard's Beer is Today Sold in all Parts of the Pacific Northwest.

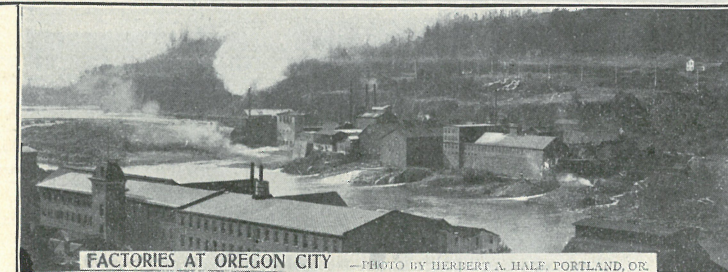
16108 ~ .6113



the wheels of numerous factories in Portland is all transmitted by this Company from Oregon City to the metropolis of the Pacific Northwest. This was the first electrical long-distance plant completed in the world. Next to Niagara, Willamette Falls furnish the largest available water-power in the United States.



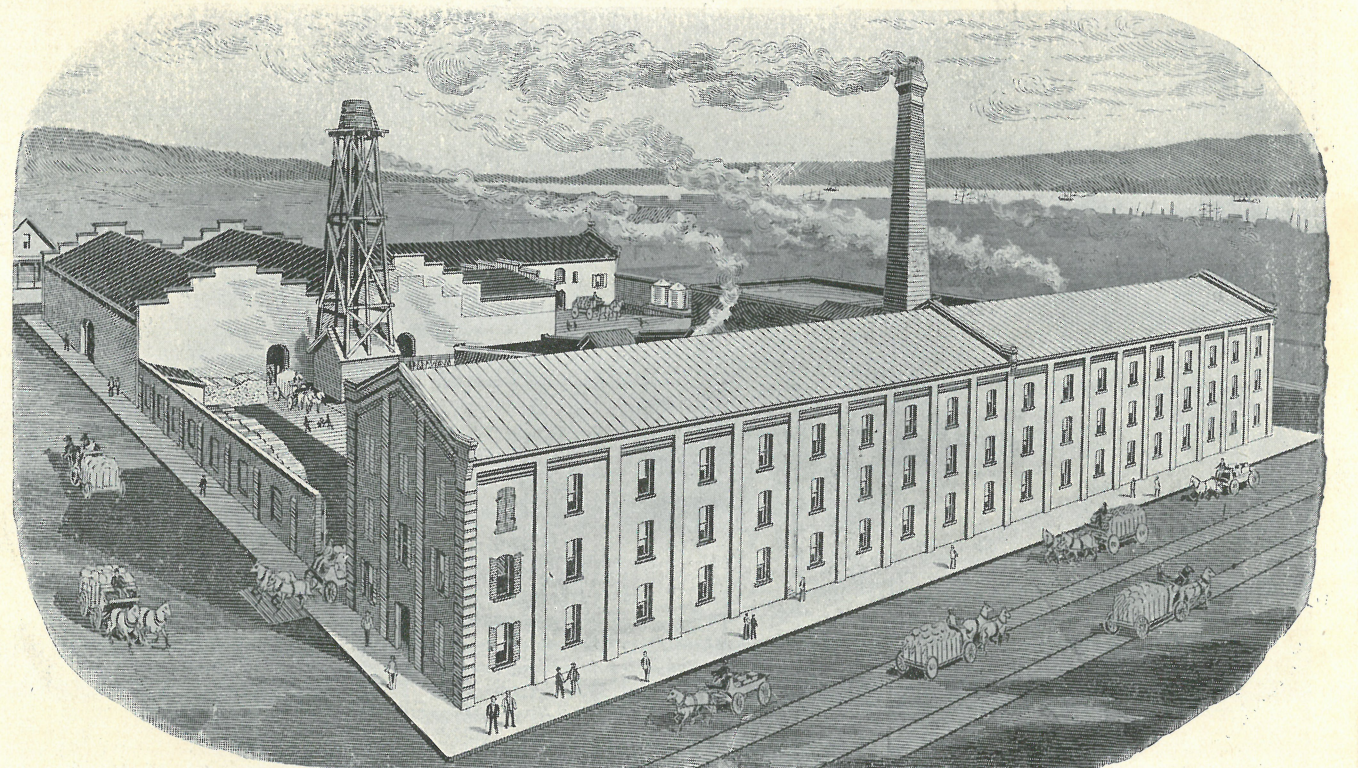
THE LARGEST STORE ON THE PACIFIC COAST, entire Building owned, occupied and used for Mercantile Purposes by  
**MEIER & FRANK COMPANY**, Fifth, Morrison and Alder Sts., Portland.



FACTORIES AT OREGON CITY — PHOTO BY HERBERT A. HALE, PORTLAND, OR.

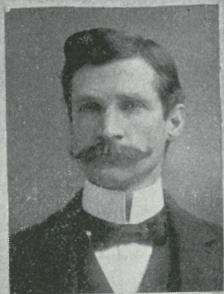


Plant of Union Laundry Co., Portland  
— PHOTO BY E. J. HICKS, PORTLAND.

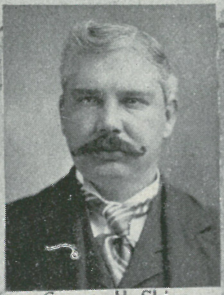


Portland Cordage Co.'s Plant, Portland.

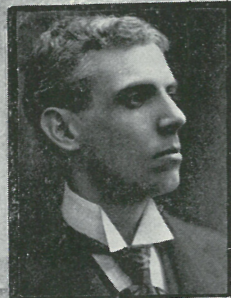
6114-6138



John M. Rodgers  
Assistant Cashier  
—PHOTO BY BURNS



George H. Shinn  
Chief Deputy Collector  
—PHOTO BY BURNS



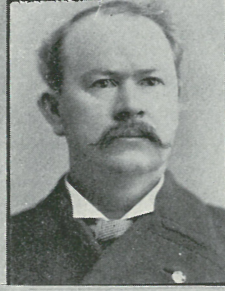
Samuel Lotan  
Cashier and Deputy Collector  
—PHOTO BY THWAITES



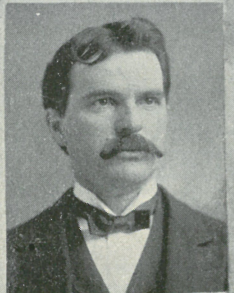
Charles Holman  
Deputy Collector,  
Division No. 1  
—PHOTO BY BURNS



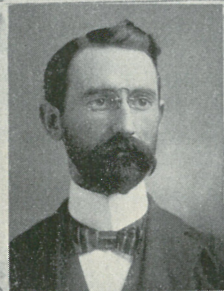
Col. D. M. Dunne  
Collector  
—PHOTO BY MALPIN



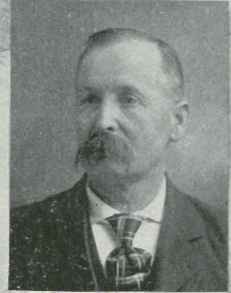
John W. Minto  
Deputy Collector,  
Division No. 2  
—PHOTO BY THWAITES



J. B. Mullay  
Deputy Collector  
—PHOTO BY BURNS



Harvey S. Hudson  
Deputy Collector  
—PHOTO BY BURNS



S. M. Ramsby  
Deputy Collector  
—PHOTO BY BURNS

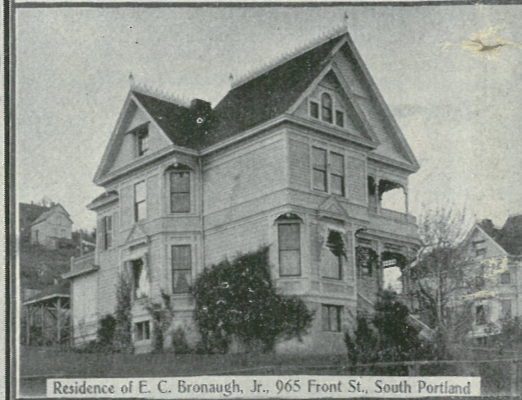
Collector Internal Revenue, Portland, and His Deputies



TATUM & BOWEN, Machinery  
PORTLAND SAN FRANCISCO SEATTLE



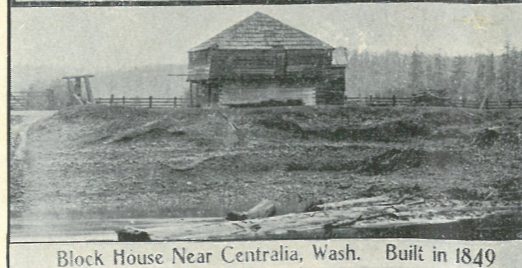
Residence of Frank Hachney, 940 Corbett St., South Portland



Residence of E. C. Bronaugh, Jr., 965 Front St., South Portland



Residence of Mrs. E. C. Bronaugh, Sr., 961 Front St., South Portland



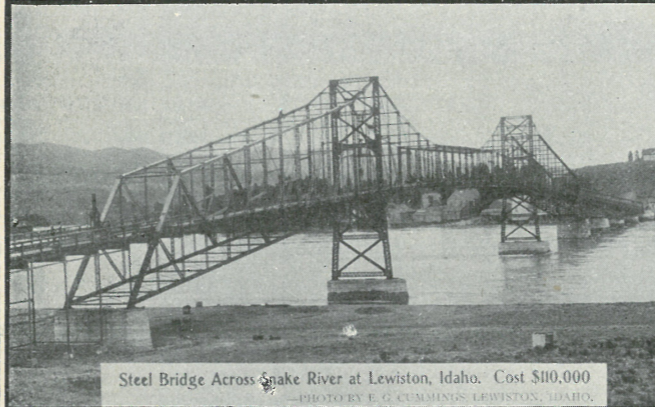
Block House Near Centralia, Wash. Built in 1849



New Benedictine Monastery and College of Mt. Angel, Oregon



New Sawmill of E. S. Collins, at Ostrander, Wash.



Steel Bridge Across Snake River at Lewiston, Idaho. Cost \$110,000  
—PHOTO BY E. G. CUMMINGS, LEWISTON, IDAHO.

### COLUMBIA RIVER SCENERY



The Columbia River affords the tourist some of the grandest scenery to be found in the world. THE REGULATOR LINE STEAMERS are the only steamers plying the Columbia River between Portland, Cascade Locks and The Dalles.

Address W. C. ALLAWAY, General Agent for Portland, Or.

ILLUSTRATED FOLDER

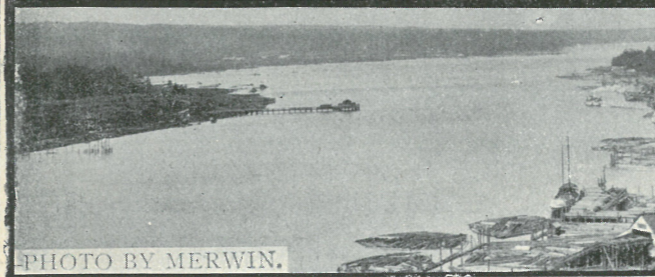
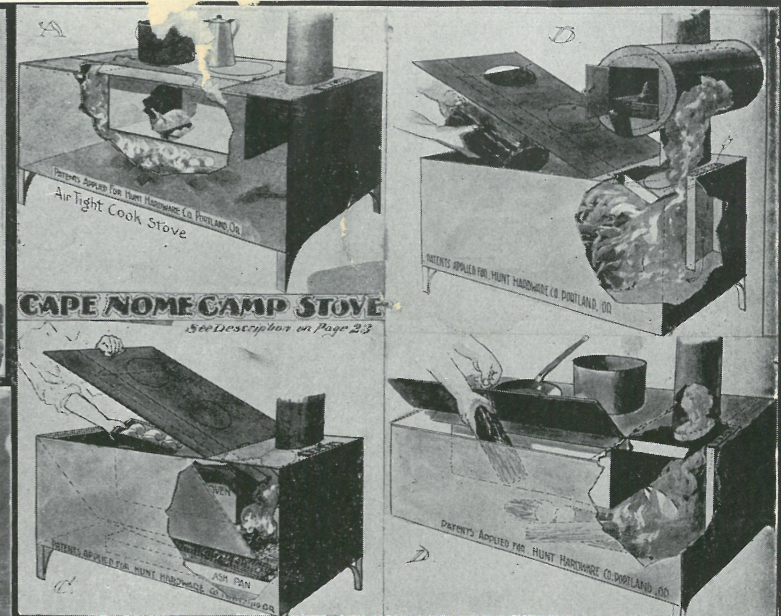


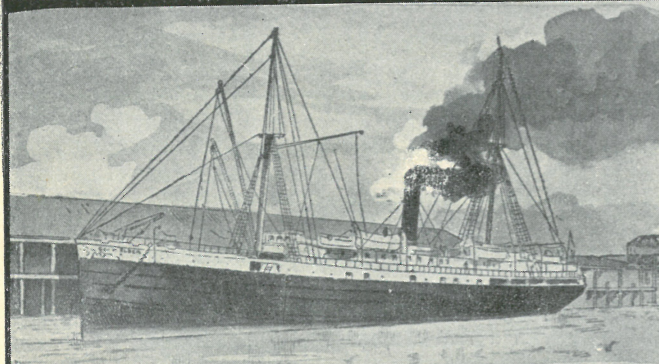
PHOTO BY MERWIN.



The Fredericksburg, Portland's Most Popular Music Hall

Steamboat Feeling Her Way Through Uncle Sam's White Squadron,  
Columbia River, Below Portland's Harbor

J. F. FORD  
PHOTO RAINIER, OR.



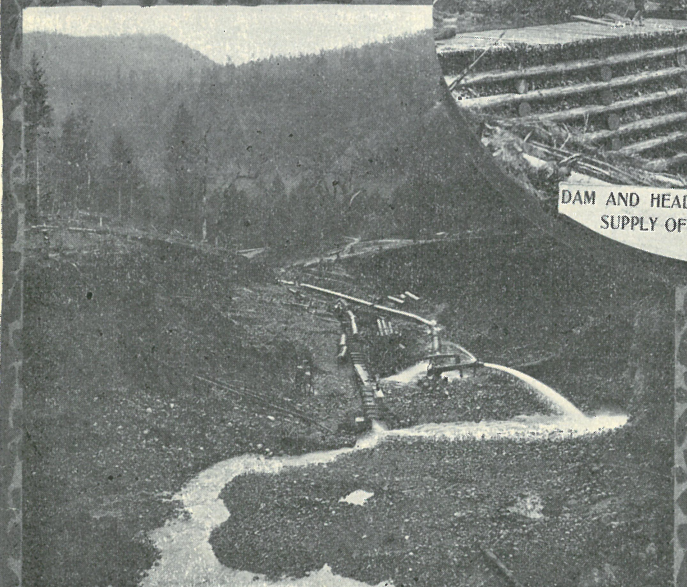
Steamship Geo. W. Elder, Flagship of the  
Alaska Fleet

**Portland to Cape Nome,  
Alaska.**

Commencing May 15  
next (the open season in  
Alaska), elegantly ap-  
pointed steamships will  
leave Portland every ten  
days for Cape Nome,  
St. Michael's, York and  
Yukon river points.



WATER WORKING UNDER SUFFICIENT HEAD TO BORE THROUGH SOLID ROCK



A PLACER CLAIM, SHOWING DISCHARGE OF WATER WHICH CARRIES THE GOLD-BEARING GRAVEL FOR THE "CLEAN-UP"



Entire Hills Are Washed Away in the Search for Gold

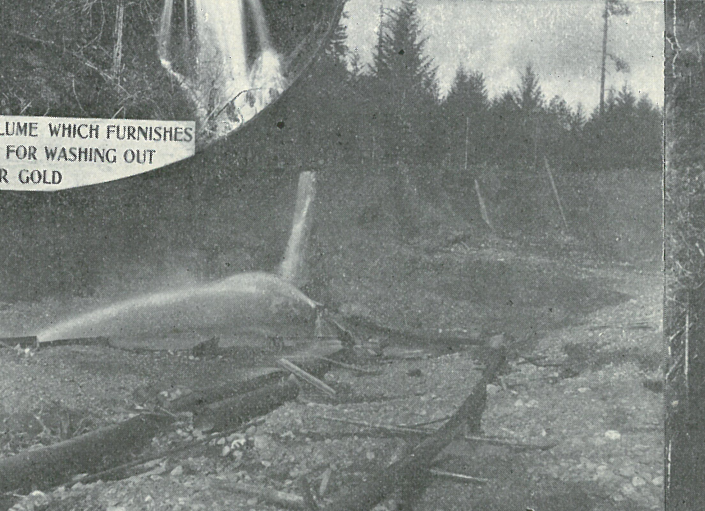
In Western Oregon the principal gold fields are the Santiam district in Linn county, the Bohemia district in Lane and Douglas, and the placers and quartz districts of Douglas, Jackson, Josephine, Coos and Curry. Vast capital has been invested in Oregon mines during the past two years. American, English and French investors are reaching out for every good mine in Eastern Oregon gold belt. Outside capital is also finding its way into Western Oregon mines. It is the producing mine or the one which tests have shown to be rich that attracts capital. This fact explains recent heavy investments in Oregon mines by Portland, Spokane, New York, Butte, Salt Lake, Wyoming and foreign capitalists. Experience having proved that Oregon's mines are rich and permanent, an era of extensive development is close at hand. It will not be many years before the annual gold production of the state will be \$10,000,000, perhaps \$20,000,000.



OPENING A NEW PLACER MINE

The rich placer deposits of Southern Oregon. These mines have been successfully worked for nearly half a century; and they still rank among the greatest producers of placer gold in the United States.

—FROM PHOTOS FURNISHED BY THE DAY BROTHERS OF PORTLAND.



TWO 8-INCH GIANTS PLAYING ON A 40-FOOT BANK OF GRAVEL



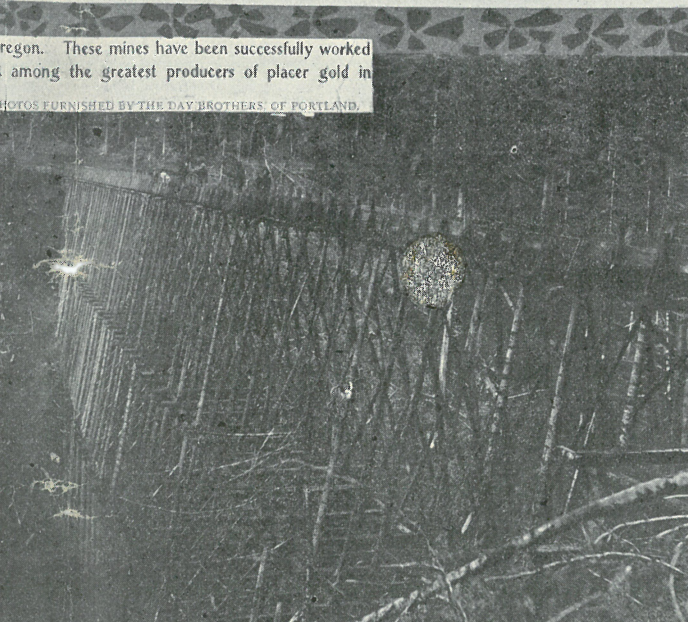
A WELL-DEVELOPED PLACER CLAIM



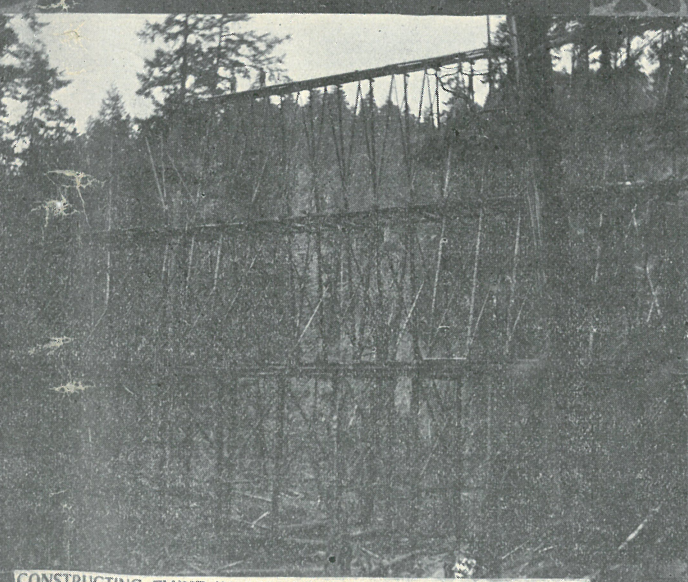
FREIGHTING HEAVY MACHINERY OVER MOUNTAIN TRAIL TO NEW AND RICH GOLD-QUARTZ FIELD OF THE BOHEMIA MINING DISTRICT, EAST OF EUGENE AND COTTAGE GROVE, OR.

—Photo Furnished by J. B. Hammond Co., Portland

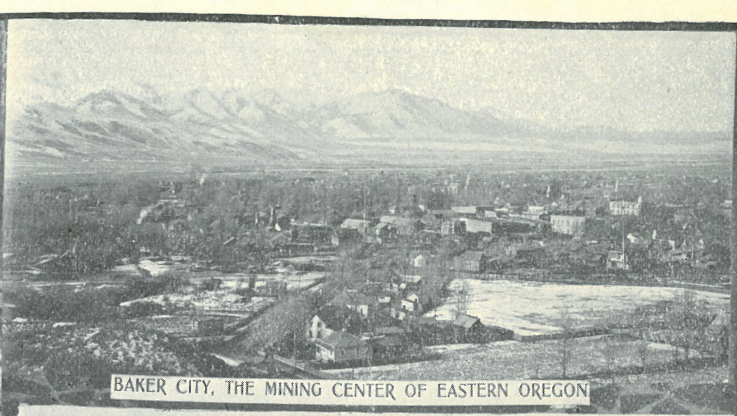
Oregon is destined to become one of the great mining states of the Union. Already its annual production of gold approximates \$4,000,000 and this total will steadily increase from now on.



HIGH TRESTLE WHICH SUPPORTS FLUME CARRYING WATER TO A PLACER MINE



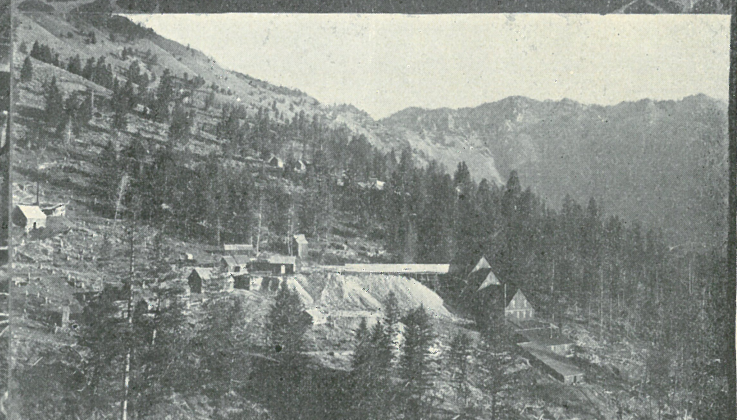
CONSTRUCTING FLUME IN GOLD-FIELD OF A RICH PLACER DISTRICT



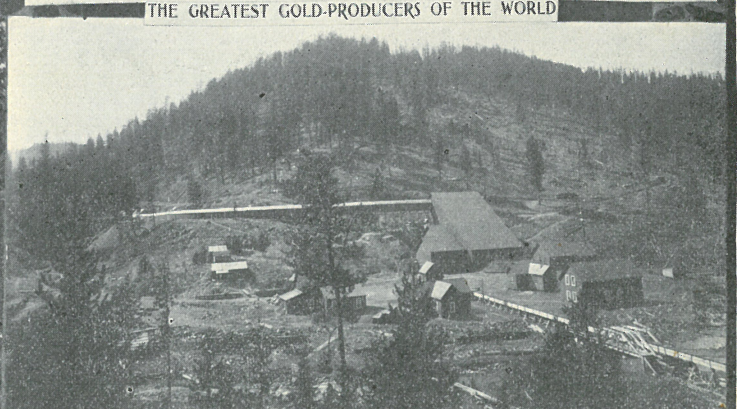
BAKER CITY, THE MINING CENTER OF EASTERN OREGON



SUMPTER, SHOWING WORKED-OUT PLACER FIELD IN FOREGROUND



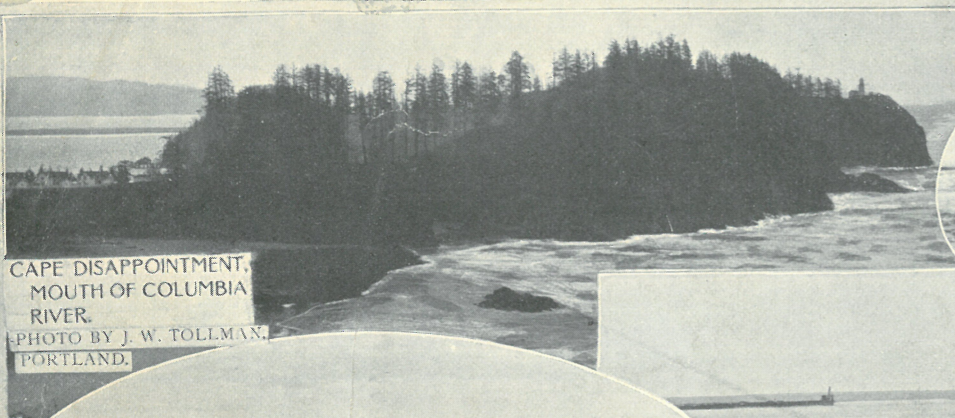
IN BAISLEY-ELKHORN MINING DISTRICT. THE MINES OF THIS DISTRICT ARE AMONG THE GREATEST GOLD-PRODUCERS OF THE WORLD



A FAMOUS GOLD-QUARTZ MINE AT GRANITE  
EASTERN OREGON MINES, IN VICINITY OF BAKER CITY

—FROM PHOTOS BY R. T. PARKER, BAKER CITY.

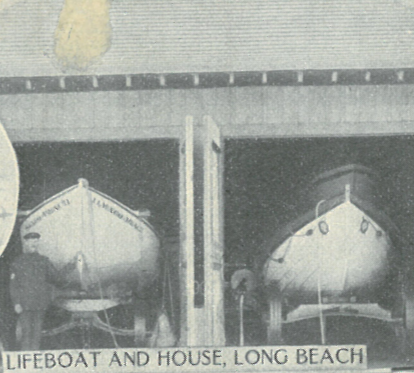
By far the greatest development has taken place in the Eastern Oregon gold belt, comprising Baker, Grant and Union counties. They are not the only mineral counties in the Eastern section. Crook has mines from which good reports are received and there seems to be no doubt that they will make a fine showing in the near future. Umatilla, Malheur, Harney and other counties also yield more or less gold.



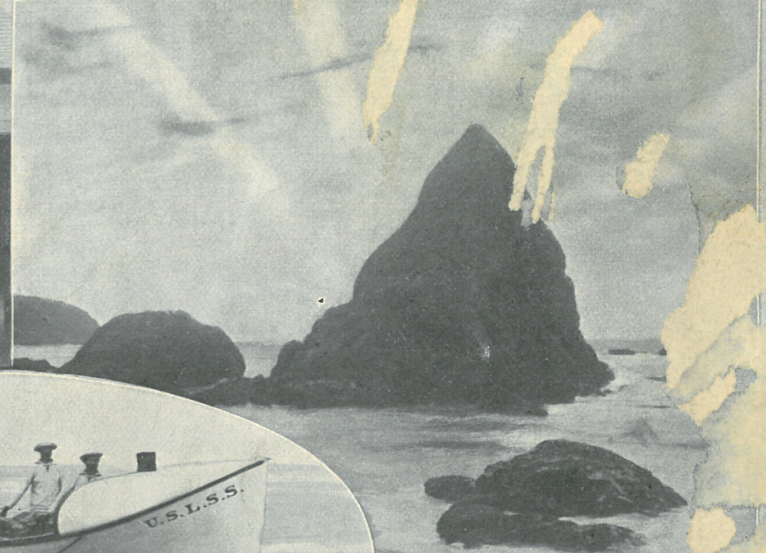
CAPE DISAPPOINTMENT,  
MOUTH OF COLUMBIA  
RIVER.  
—PHOTO BY J. W. TOLLMAN,  
PORTLAND.



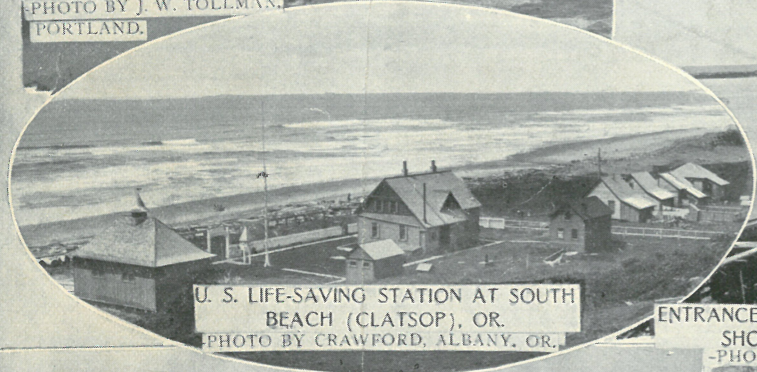
LAUNCHING LIFEBOAT, LONG BEACH  
—PHOTO BY H. B. CHASE, PORTLAND.



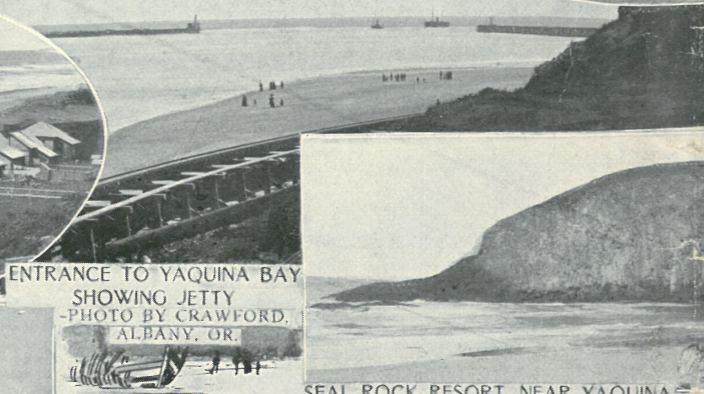
LIFEBOAT AND HOUSE, LONG BEACH  
—PHOTO BY H. B. CHASE, PORTLAND.



"DEAD MAN'S HOLLOW," LONG  
BEACH, NEAR ENTRANCE TO  
COLUMBIA RIVER.  
—PHOTO BY H. B. CHASE, PORTLAND.



U. S. LIFE-SAVING STATION AT SOUTH  
BEACH (CLATSOP), OR.  
—PHOTO BY CRAWFORD, ALBANY, OR.

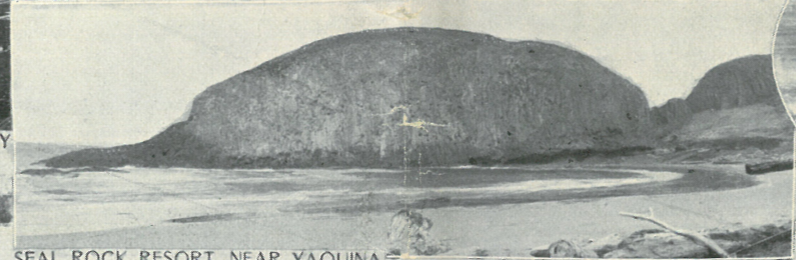


ENTRANCE TO YAQUINA BAY  
SHOWING JETTY  
—PHOTO BY CRAWFORD,  
ALBANY, OR.

PORTLAND'S POPULAR  
COAST RESORTS  
IN SUMMER.



LIFEBOAT CREW, LONG BEACH  
—PHOTO BY H. B. CHASE, PORTLAND.



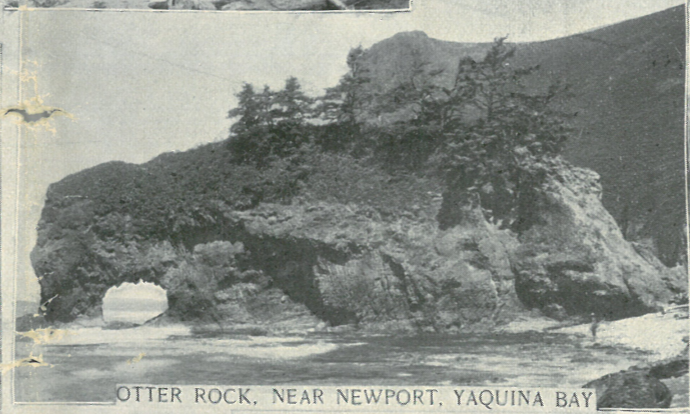
SEAL ROCK RESORT, NEAR YAQUINA  
—PHOTO BY CRAWFORD, ALBANY, OR.



BATHERS IN SURF AT NEWPORT, YAQUINA BAY  
—PHOTO BY HARNISH, ALBANY, OR.



HUNTING CLAMS, LONG BEACH  
—PHOTO BY H. B. CHASE, PORTLAND.



OTTER ROCK, NEAR NEWPORT, YAQUINA BAY  
—PHOTO BY CRAWFORD, ALBANY, OR.



—PHOTO BY LIDEN.  
BATHING AT CLATSOP



NORTH HEAD, LONG BEACH, WASHINGTON COAST, DURING A STORM  
—PHOTO BY J. W. TOLLMAN, PORTLAND.



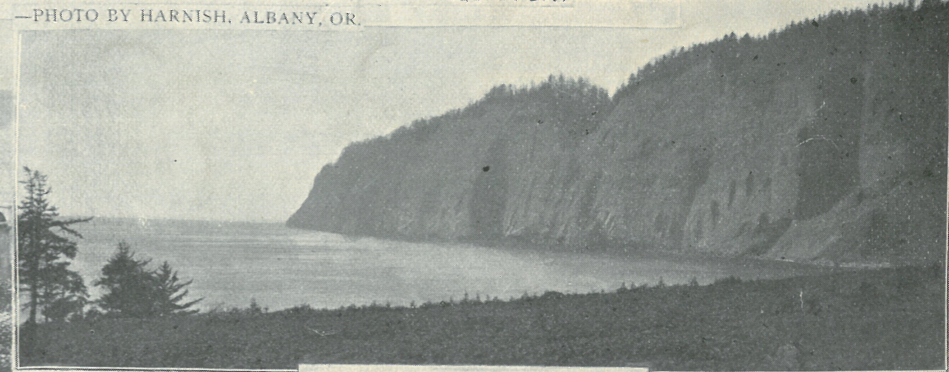
NORTH HEAD LIGHT, WASHINGTON COAST, MOUTH  
OF COLUMBIA RIVER  
—PHOTO BY H. B. CHASE, PORTLAND, OR.



SPHINX ROCK, AT OTTER CREEK, SILETZ RESERVATION, NEAR YAQUINA BAY  
—PHOTO BY HARNISH, ALBANY, OR.

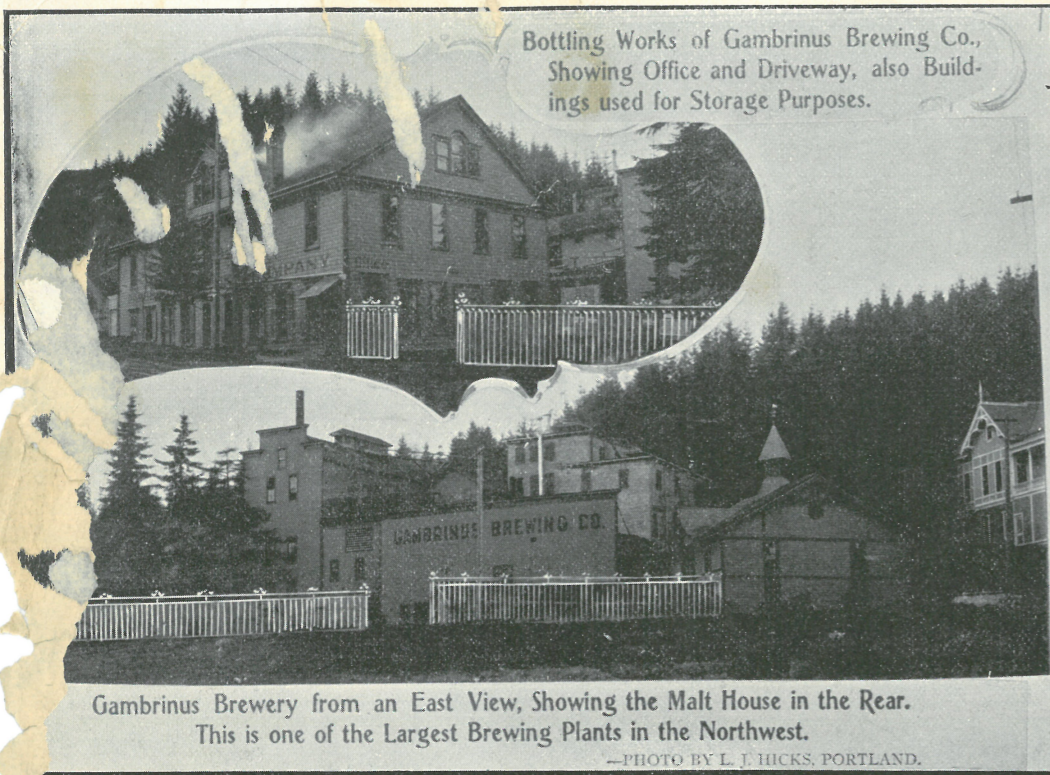


Coast near Long Beach.



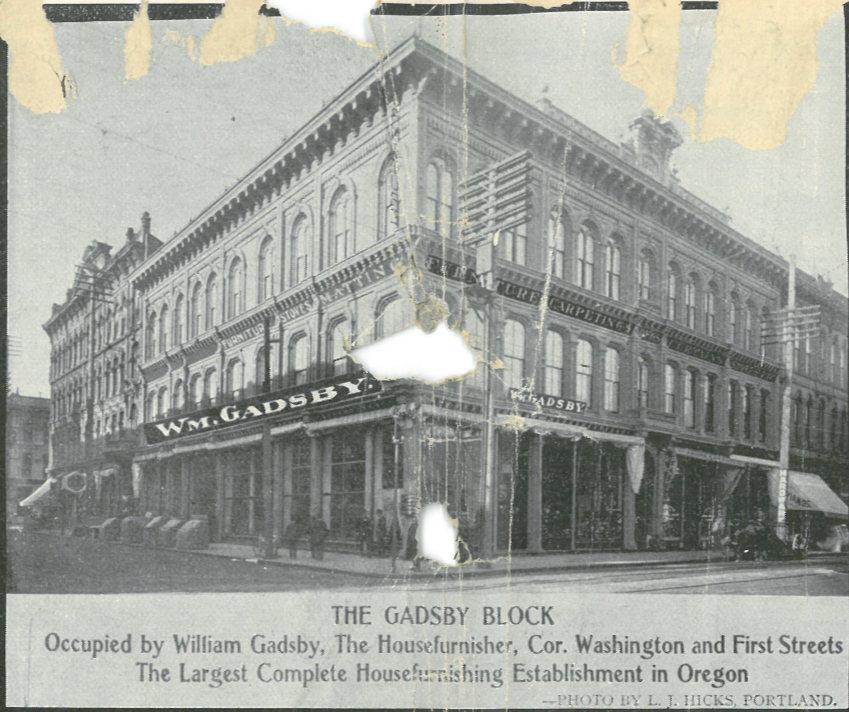
CAPE LOOKOUT, OREGON COAST

6170-6189

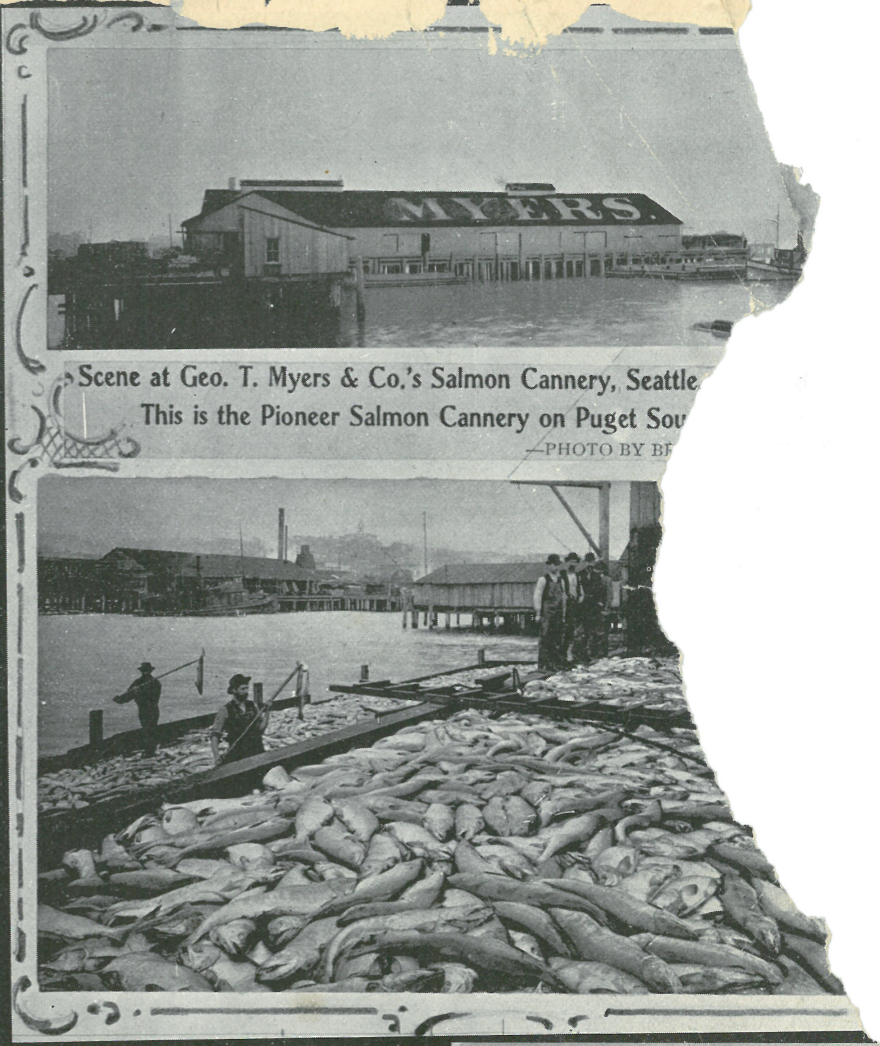


Bottling Works of Gambrinus Brewing Co.,  
Showing Office and Driveway, also Build-  
ings used for Storage Purposes.


Gambrinus Brewery from an East View, Showing the Malt House in the Rear.  
This is one of the Largest Brewing Plants in the Northwest.  
—PHOTO BY L. J. HICKS, PORTLAND.



THE GADSBY BLOCK  
Occupied by William Gadsby, The Housefurnisher, Cor. Washington and First Streets  
The Largest Complete Housefurnishing Establishment in Oregon  
—PHOTO BY L. J. HICKS, PORTLAND.



Scene at Geo. T. Myers & Co.'s Salmon Cannery, Seattle.  
This is the Pioneer Salmon Cannery on Puget Sound.  
—PHOTO BY B. F. ...



Scene Along Oregon Central & Eastern R. R., Western Oregon  
—PHOTO BY BARNARD, WALLACE, IDAHO.



Wallace in the Coeur d'Alenes, Idaho  
—PHOTO BY BARNARD, WALLACE, IDAHO.



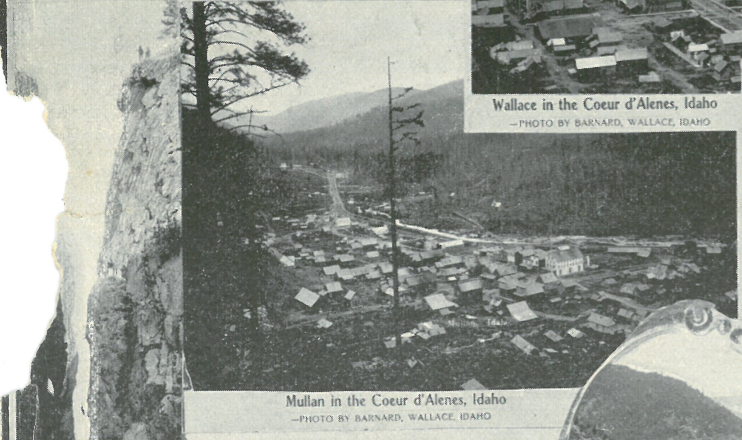
Lake Coeur d'Alene, Idaho  
—PHOTO BY BARNARD, WALLACE, IDAHO.



UPPER FALLS ELK CREEK  
—PHOTO BY BARNARD, WALLACE, IDAHO.



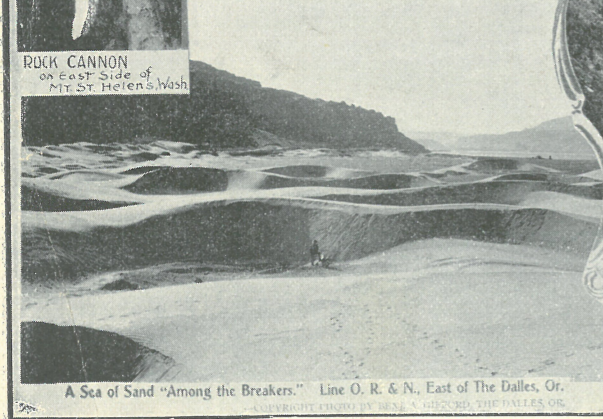
Rock Creek Falls,  
Cowlitz County,  
Wash.  
—PHOTO BY BARNARD, WALLACE, IDAHO.



Mullan in the Coeur d'Alenes, Idaho  
—PHOTO BY BARNARD, WALLACE, IDAHO.

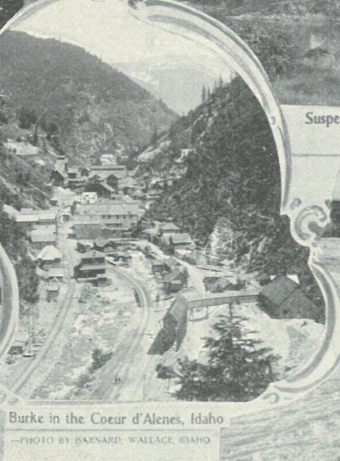


Suspension Bridge Across Willamette River at Oregon City  
—PHOTO BY HERBERT A. HALE, PORTLAND, OR.

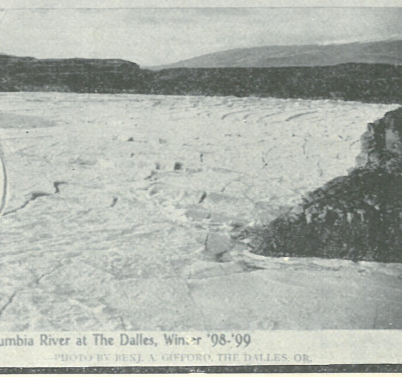


ROCK CANNON  
on East Side of  
MT. ST. HELENS, WASH.

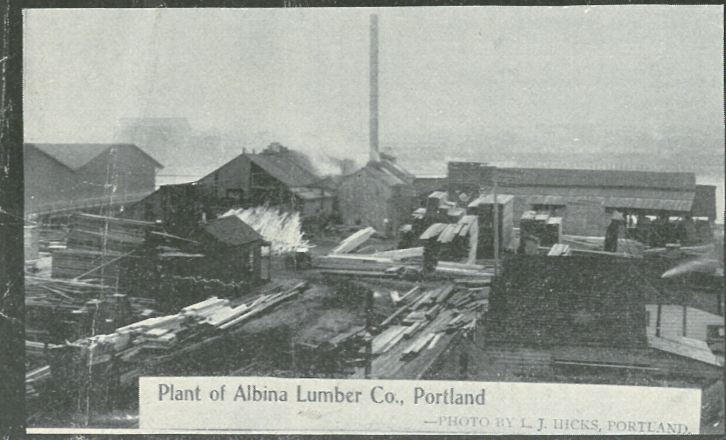
A Sea of Sand "Among the Breakers." Line O. R. & N., East of The Dalles, Or.  
—COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES, OR.



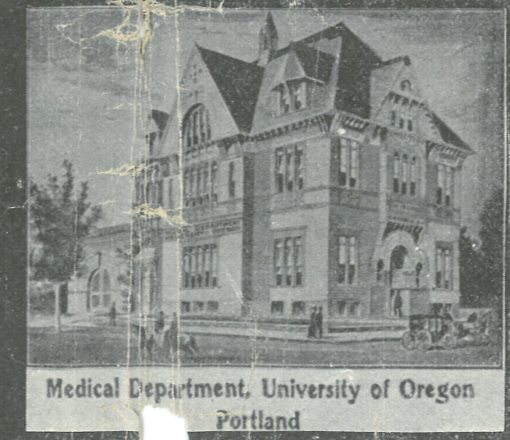
Burke in the Coeur d'Alenes, Idaho  
—PHOTO BY BARNARD, WALLACE, IDAHO.



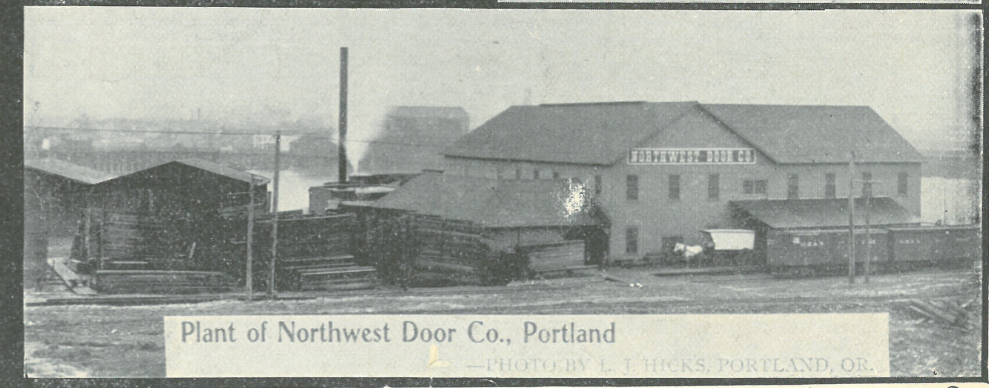
Ice Jam in Columbia River at The Dalles, Wash., '08-'09  
—PHOTO BY BENJ. A. GIFFORD, THE DALLES, OR.



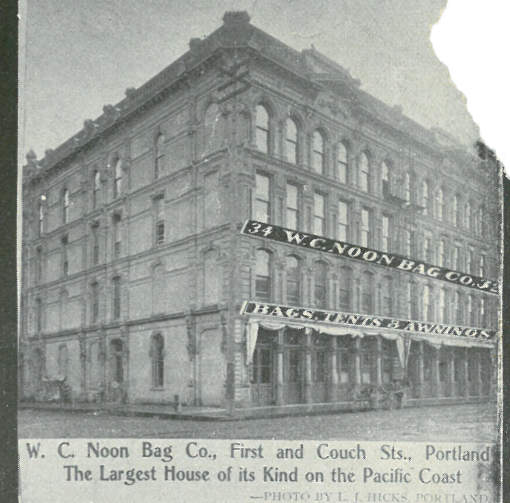
Plant of Albina Lumber Co., Portland  
—PHOTO BY L. J. HICKS, PORTLAND.



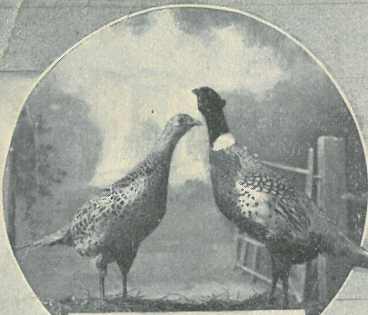
Medical Department, University of Oregon  
Portland



Plant of Northwest Door Co., Portland  
—PHOTO BY L. J. HICKS, PORTLAND, OR.



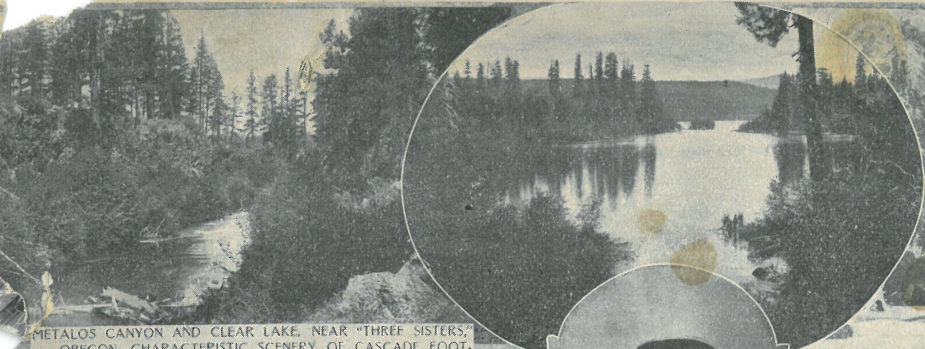
W. C. Noon Bag Co., First and Couch Sts., Portland  
The Largest House of its Kind on the Pacific Coast  
—PHOTO BY L. J. HICKS, PORTLAND.



MONGOLIAN (DENNY) PHEASANTS. OREGON'S WOODS AND FIELDS ARE THE HABITAT OF THE GAMEST BIRDS THAT FLY. —PHOTO BY HARNISH, ALBANY, OR.



AN EASTERN OREGON WHEAT FIELD. THESE LANDS PRODUCE FROM 25 TO 60 BUSHELS OF WHEAT TO THE ACRE. OREGON'S WHEAT IS A HEAVY ARTICLE OF EXPORT. —PHOTO BY LEE MOOREHOUSE, PENDLETON, OR.



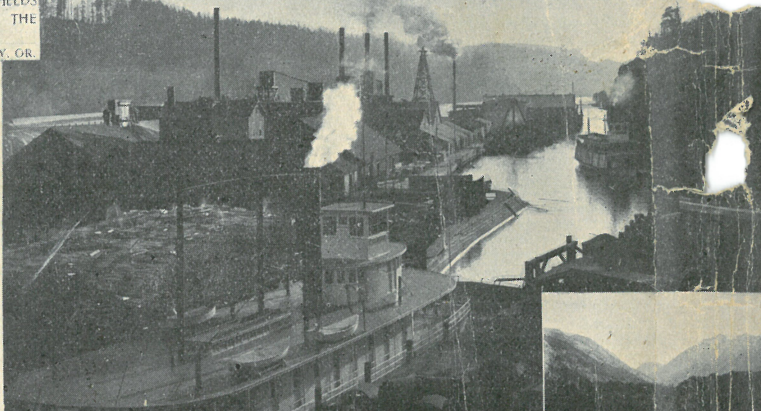
METALOS CANYON AND CLEAR LAKE, NEAR "THREE SISTERS," OREGON—CHARACTERISTIC SCENERY OF CASCADE FOOT-HILL DISTRICTS. —PHOTO BY HERBERT A. HALE, PORTLAND, OR.



A FAMOUS TROUT STREAM—OREGON AND WASHINGTON TROUT ARE THE GAMEST IN THE WORLD.



FACE SHOWING STRONG INDIVIDUALITY OF OREGON AND WASHINGTON INDIANS —POP-KIO-WINA (SHORT ARM), A YAKIMA, WASH., BRAVE. —COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES, OR.



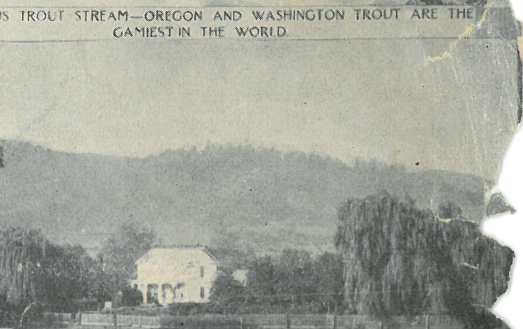
OREGON'S WOOLLEN FLOUR AND PAPER MILLS AT WILLAMETTE FALLS. OREGON CITY, SHIP THEIR PRODUCTS TO ALL PARTS OF THE WORLD —LOCKS AND MANUFACTURING DISTRICT AT SITE OF WILLAMETTE FALLS. —PHOTO BY HERBERT A. HALE, PORTLAND.



HEAD OF LAKE CHELAN, WASHINGTON, SHOWING BEAUTY OF LAKE AND MOUNTAIN SCENERY. —COPYRIGHT PHOTO BY BENJ. A. GIFFORD, THE DALLES, OR.



WILLAMETTE FALLS, 12 MILES SOUTH OF PORTLAND —POWER FROM THESE FALLS DRIVES THE WHEELS OF COUNTLESS FACTORIES, LIGHTS PORTLAND'S STREETS AND HOMES, AND RUNS PORTLAND'S STREET-CARS. —PHOTO BY HERBERT A. HALE, PORTLAND.



TYPE OF THE COZY HOMES OF THE WILLAMETTE VALLEY (OREGON) FARMERS.

OREGON HOPS ARE USED BY THE GREAT BREWERIES OF MILWAUKEE, ST. LOUIS AND CHICAGO. A WILLAMETTE VALLEY HOP YARD. —PHOTO BY HERBERT A. HALE.



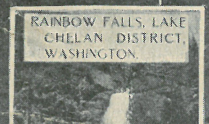
WILLAMETTE VALLEY, OR. INTERESTS ARE DEVELOPING THE STATE'S GREATEST INDUSTRY. —PHOTO BY P. A. YOUNG, ALBANY, OR.



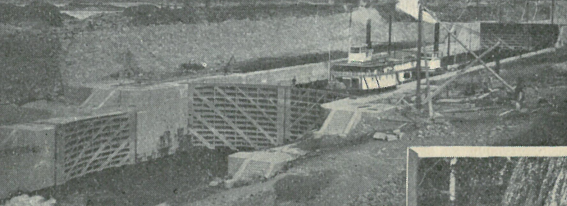
THE CATTLE THAT BROWSE ON THE THOUSAND HILLS OF PORTLAND'S VAST TRIBUTARY TERRITORY FURNISH MUCH OF THE PRIME BEEF SOLD IN CHICAGO AND NEW YORK MARKETS.



AN EASTERN OREGON MINE. OREGON'S GOLD AND SILVER MINES ARE AMONG THE GREATEST PRODUCERS IN THE WORLD. PHOTO BY PARKER, BAKER CITY, OR.



RAINBOW FALLS, LAKE CHELAN DISTRICT, WASHINGTON.



BOATS REACH THE DALLES FROM PORTLAND THROUGH THE GOVERNMENT LOCKS AT THE CASCADES. —PHOTO BY BURNS, PORTLAND.



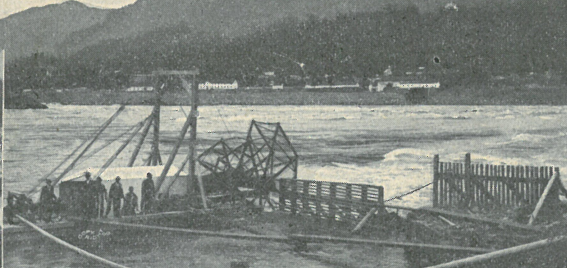
GIANT RED CEDAR TREE, 15 FEET IN DIAMETER.



THE IMMENSE FLOCKS OF SHEEP THAT RUN OVER OREGON'S RANGES FURNISH THE WOOL THAT CLOTHES A LARGE PART OF THE EAST'S POPULATION. PHOTO OF AN EASTERN OREGON SHEEP RANGE. —PHOTO BY BENJ. A. GIFFORD, THE DALLES, OR.



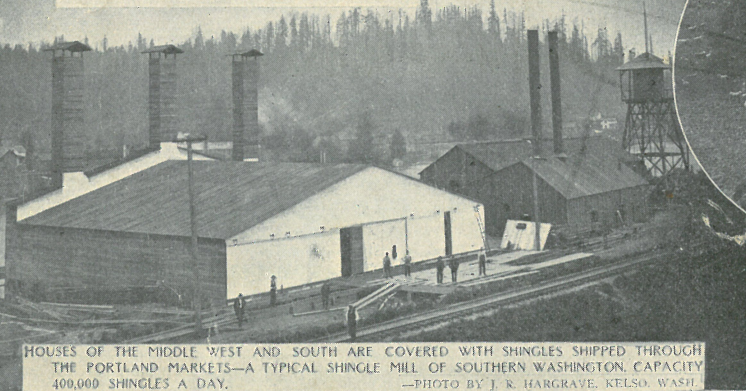
CASCADE PASS, LAKE CHELAN DISTRICT, WASH.



OREGON-CAUGHT SALMON IS A STAPLE ARTICLE OF CONSUMPTION IN THE LONDON MARKET—A SALMON FISH-WHEEL, COLUMBIA RIVER.



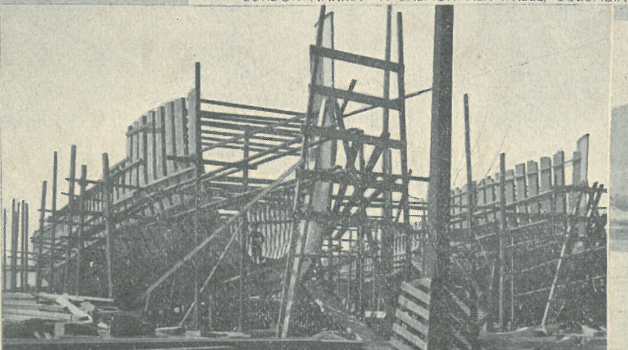
THE FIR TREES OF OREGON AND WASHINGTON ARE FAMOUS FOR THEIR GREAT SIZE. THIS TREE IS 12 FEET IN DIAMETER. —PHOTO BY J. F. FORD, RAINIER, OR.



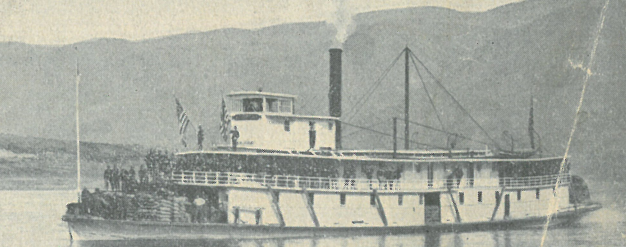
HOUSES OF THE MIDDLE WEST AND SOUTH ARE COVERED WITH SHINGLES SHIPPED THROUGH THE PORTLAND MARKETS—A TYPICAL SHINGLE MILL OF SOUTHERN WASHINGTON, CAPACITY 400,000 SHINGLES A DAY. —PHOTO BY J. R. HARGRAVE, KELSO, WASH.



OREGON'S APPLES, PEARS, PRUNES AND PEACHES FIND A BIG SALE IN THE EASTERN MARKETS. A WILLAMETTE VALLEY ORCHARD, NEAR SALEM. —PHOTO BY CLYDE, SALEM, OR.



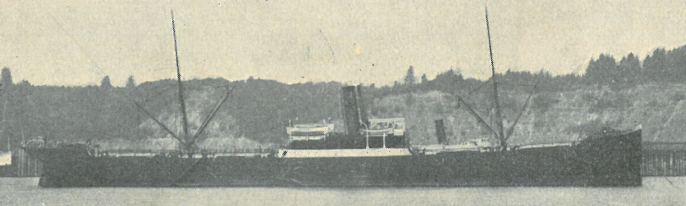
SHIPBUILDING IN WESTERN WASHINGTON. —PHOTO BY H. H. MERIWETHER, ABERDEEN, WASH.



AN OREGON R. R. & NAV. CO.'S STEAMER ON SNAKE RIVER, IDAHO, NEARLY 400 MILES EAST OF PORTLAND. A CARGO OF WHEAT BILLED FOR EXPORT THROUGH PORTLAND.

VIEW SHOWING BEAUTIFUL FERN AND HEAVY UNDERGROWTH IN OREGON'S FORESTS.

IN THE DIVERSITY OF THEIR RESOURCES OREGON AND WASHINGTON ARE PERHAPS THE MOST FAVORED STATES OF THE UNION.



A TYPE OF THE LARGE FREIGHT STEAMSHIPS THAT COME TO PORTLAND. SOME OF THE LARGEST CARRIERS IN THE WORLD STEAM INTO PORTLAND'S HARBOR. —PHOTO BY DAVIES, PORTLAND, OR.