

## Oahu Railway TIME TABLE

**OUTWARD.**  
 For Waianae, Waiialua, Kahuku and Way Stations—9:15 a. m., \*3:20 p. m.  
 For Pearl City, Ewa Mill and Way Stations—7:30 a. m., \*9:15 a. m., \*11:00 a. m., \*2:15 p. m., \*3:20 p. m., \*5:15 p. m., \*9:30 p. m., \*11 p. m.  
 For Wahiawa—9:15 a. m. and \*5:15 p. m.

**INWARD.**  
 Arrive Honolulu from Kahuku, Waiialua and Waianae—9:36 a. m., \*5:31 p. m.  
 Arrive Honolulu from Ewa Mill and Pearl City—7:46 a. m., \*9:36 a. m., \*10:38 a. m., \*1:40 p. m., \*4:31 p. m., \*5:31 p. m., \*7:30 p. m.  
 Arrive Honolulu from Wahiawa—\*6:36 a. m. and \*5:31 p. m.  
 \*Daily. †Ex. Sunday. ‡Sunday Only.  
 The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:22 a. m.; returning, arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City and Waianae.  
 G. P. DENISON, F. C. SMITH, Superintendent. G. P. & T. A.

## KOOLAU RAILWAY

**TOWARD KAHUKU.**

Station	Distance	Daily	Ex. Sunday	Rate	Ex. Sunday
Kahana	0.00	11.00	1.32	to	to
Punaluu	2.17	11.11	1.42	\$ .10	\$ .08
Haleaha	3.00	11.17	1.46	to	to
Kaluana	4.13	11.23	1.50	to	to
Hauula	4.89	11.30	1.53	to	to
Kaipapau	6.27	11.36	1.58	to	to
Lala	8.45	11.46	2.04	to	to
Kabuku	11.00	11.58	2.15	to	to

**TOWARD KAHANA.**

Station	Distance	Daily	Ex. Sunday	Rate	Ex. Sunday
Kabuku	0.00	12.40	3.00	to	to
Lala	2.55	12.49	3.12	\$ .15	\$ .10
Kaipapau	4.73	12.57	3.22	to	to
Hauula	6.11	1.02	3.28	to	to
Kaluana	6.87	1.05	3.35	to	to
Haleaha	8.00	1.09	3.41	to	to
Punaluu	8.83	1.13	3.47	to	to
Kahana	11.00	1.23	3.58	to	to

Connecting at Kahuku with the O. R. & L. Co.'s 9:15 a. m. train from Honolulu.  
 Returning, leaves Kahana at 1:32 p. m., connecting with the afternoon train for the city which leaves Kahuku at 2:20.  
 JAMES J. DOWLING, Supt.  
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## DOWNHILL FROM EVERYWHERE

F. J. Haskin Tells of Portland, the Queen City of Oregon.

(Advertiser Correspondence, Copyright by Frederic J. Haskin.)

PORTLAND, Ore., May 24.—The people of this fair Rose City are enthusiastic students of geography. The stranger soon finds that while the conversation may begin with the weather or the roses, it always ends in geography—"it's down hill to Portland from everywhere." The population of Portland is ninety-four per cent. purely American, which is said to be a higher proportion than any other American city can show. Another significant peculiarity is that it is maintained almost entirely by local capital, there being only three buildings among the larger commercial structures of the entire city that were not built by home money. While these and other distinctive points are always brought out during the process of inculcating the stranger with admiration for this ambitious metropolis, the little lecture on geography is always the argumentative ace of trumps—"no matter where you come from it's down hill all the way to Portland."

Not long ago a parson from Baltimore was taking a little jaunt through the West, and dropped off at Portland to look over the town. Of course, he had not been there but a few hours until he encountered the usual monologue on geography. His attention was called to the fact that owing to the lay of the land everything that breaks its moorings in these parts naturally rolls right down hill into the lap of Portland. The reverend gentleman took kindly to the idea; in fact, he wrote a piece for the paper in which he pointed out that Portland's topographical position was almost identical with that of New York. He made such a strong case in showing the similarity that it seemed the only way the people of the Western city could escape becoming a second Gotham would be to change the face of nature. This clever bit of municipal palm-reading made such a hit in Portland that the Chamber of Commerce gave the parson a prize of a thousand dollars. He said in part:

"Portland is remarkably like New York in several particulars. It lies on the shores of the Willamette River, just above its confluence with the Columbia. The great tongue of land between the Willamette and the Columbia, running down to a point at their intersection, is strikingly like Manhattan Island. On the west bank of the Willamette, representing Brooklyn, now stands the business center of Portland. Across the river, on this second Manhattan, is East Portland, spreading every day outward and downward until it will finally reach the Columbia and face the city of Vancouver, now resting on the northern side of that river in the same relative position which Jersey City sustains to New York."

"Portland is already a notable port. She is the only fresh water port on the Pacific, and fresh water is a strong advantage to a port, as the water itself cleans the vessels from barnacles and other foulness, thereby saving much time, labor and expense. The government is now building jetties down the Columbia, and making other improvements which will give Portland a clean waterway of forty feet out to the Pacific. The Columbia and Willamette are both navigable already far above Portland, and thus she has one of the natural advantages which have made New York supreme—namely, a fine waterway both in and out."

"But Portland has also the other great advantage which New York has enjoyed—a most favorable topographical situation. Sixty-five years ago New York began its great change into a big city. At that time Albany was flourishing. A railroad was planned to go down the Hudson from Albany, but the papers, thinking that New York was to always be simply a gangplank to Albany, ridiculed the undertaking as foolish. The railroad was built, however, and its terminus has now become the greatest city in the United States. Why? Simply because it had a fine port and was a natural gateway that was down grade from everywhere."

"Commerce in our country breaks away from the great dividing wall—the Rocky Mountains—and flows east and west along the lines of least resistance. Apart from the Mississippi Valley in the east, it moves prevalently along the line of the Great Lakes, through the Mohawk Valley to the valley of the Hudson and down that river to New York. Hence the New York of today. The traffic could not go to Boston without crossing the Catskills, nor could it go to Philadelphia without expensive grades, so it went to

New York along the line of least resistance. Now Portland has precisely this same advantage—it is down hill from everywhere."

"Take a topographical map of North America and draw a line from lower California to Mt. St. Elias in Alaska, and you will find that your line follows a natural depression between mountain ranges, about a hundred miles back from the coast in Oregon. Now draw another line at right angles east and west, following the course of the Columbia river—the only navigable stream that breaks through the inland mountain walls. This line will also follow a natural depression with a gradual descent from near Lewiston, Idaho, to the mouth of the Columbia. Now Portland is situated just at the point where your north and south and east and west lines cross each other. She has, therefore, down grade relationship to her immense supporting territory."

"The country tributary to Portland is the final consideration which guarantees her future supremacy. This territory embraces all of Oregon, Idaho, a part of northern California, eastern Washington, and western Montana. Its size may be better understood when we say that it equals in area the combined states of Maine, New Hampshire, Vermont, Rhode Island, Connecticut, Massachusetts, New York, Iowa, Indiana and South Carolina. Even the arid portions of the vast region are being rapidly developed by irrigation, and its future riches and greatness can scarcely be imagined."

"If that parson ever gets tired of preaching he will make a fine real estate agent. But he had a good subject to exploit. The state of Oregon alone has more arable land than there is in Japan, yet it has only 600,000 inhabitants. The territory known as the Columbia River basin has the natural wealth to support 25,000,000 people, but up to this time the census takers have been unable to report the first million of population. Fully half of this prospective empire is capable of cultivation for wheat, fruit and other crops. It is said that this basin must be depended upon to supply most of the wheat for all the population of the Pacific coast between Alaska and Patagonia. The present milling capacity of this grain belt is 25,000 barrels of flour a day during ten months of the year. The mills are closed two months during the summer to make repairs and because of the scarcity of wheat. At present half of the wheat grown in the territory is ground into flour and the other half shipped abroad as wheat. Two-thirds of the grain that is exported goes to Asia. It is said that the export trade in wheat has already reached its maximum because the people who come in to raise wheat also consume it. The annual increase in acreage is now about fifteen per cent."

Oregon has one-sixth of the standing timber of the United States. In Portland the forestry building of the Lewis and Clark Exposition has been preserved as a permanent exhibit in a park maintained by the city. Its logs would cut over a million feet of lumber. They were brought from the forests with their bark intact and many of them weighed between forty and fifty tons apiece. Sixty-four of them form a grand colonnade two hundred feet in length and seventy-five in height. Sixty-seven varieties of Oregon woods are on display, including the Pacific yew, from which the choicest bows are made for archery clubs all over the continent; mountain mahogany, which makes such a hot fire that a few sticks of it will melt an ordinary stove, and the chittam bark, from which the cascara of medicine is made. A fir flagstaff in front of the forestry building is 194 feet high, and shows what kind of sticks Oregon grows to make masts for the shipping of the world."

Portland is the greatest lumber port in the world. Its sawmills annually cut about 650,000,000 feet of lumber, which goes to Australia, the Philippines, China and other parts of the world. When the lumber market is normal it is said the sawmills of Portland earn a profit of \$4000 a day. The manager of one of the big local firms, in his testimony before the Interstate Commerce Commission, stated that his concern had earned a million dollars in five years. The investment in timber lands, mills, railways and equipment in the territory tributary to Portland doubtless amounts to \$50,000,000. The notable feature of this section is that the trees will cut 50,000 feet to the acre, while less than 10,000 feet is the rule elsewhere. Some idea of the magnitude of our home market may be had from the statement that less than ten per cent. of the product of the Portland mills is for export. Experts estimate that it will be from fifteen to fifty years before this great supply is exhausted—fifty years if used at the present rate of consumption, and fifteen if the supply should be exhausted elsewhere and this zone become the sole dependence of the general market.

Dairying has developed into the most important purely productive industry in Oregon, its products last year being valued at \$17,000,000. Ideal climatic conditions which permit of pasturing throughout almost the entire year, freedom from storms so that cows are out doors instead of being confined in barns all winter, and the excellent water of Oregon, have given the cream and its products an excellence and richness to be found in no other part of the United States. Many of Oregon's dairymen are from Switzerland.

Portland has become famous as the Rose City, because it produces the most beautiful roses in the world, even surpassing those of the celebrated English gardens. The scientific culture of these flowers is carried to such an extent that during the height of summer the choicest specimens are protected with Japanese umbrellas so their delicate tints will not be impaired. The only time in the year when the people of Portland forget their geography is during the rose carnival in June. According to an old story, the two men who selected the site of Portland had a dispute over naming it. One of them was from Maine and the other from Massachusetts. One wanted to call it Portland and the other Boston. They tossed pennies and the man from Maine won. He made a mistake in calling it Portland. It should have been named Rosemary—that's for remembrance.

There is a movement in Mexico to prevent aliens from owning mining property.

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