

# LIST 18-3: PACIFIC NORTHWEST

Prepared in Advance of the Rose City Book & Paper Show

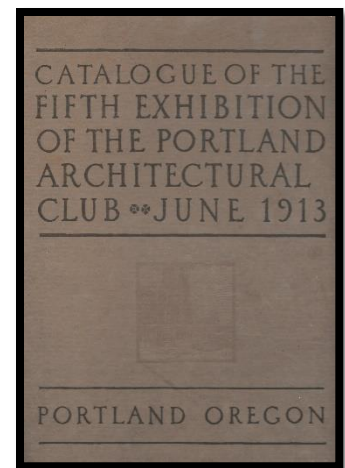
Lloyd Center Doubletree Exhibit Hall

Portland, OR \* June 15 & 16, 2018

## ILLUSTRATING ARCHITECTURAL PROWESS

1. [ARCHITECTURE] Portland Architectural Club. The Architectural League of the Pacific Coast and Portland Architectural Club Year Book 1913 / Published under the auspices of the Oregon Chapter of the American Institute of Architects, and The Architectural League of the Pacific Coast, in connection with the Fifth Annual Exhibition. Cover title is: Catalogue of the Fifth

Exhibition of the Portland Architectural Club – June 1923. Dark tan-colored boards; frontis; illustrated throughout with images of submissions by architects and building trades firms and people; [49] pages of regional ads relating to the building trades, including stained glass, tiles, and wall coverings. A lavish production showing off the talents of the West Coast architectural community, especially from Oregon and Washington, although California is heavily represented. The Yearbook includes lists of members, exhibitors, and advertisers.



Among the exhibiting architectural firms from Oregon were Doyle, Patterson & Beach; Whidden & Lewis; Jacobberger & Smith; Ellis F. Lawrence; Emil Schacht & Son; Lazarus & Logan; Bennes & Hendricks; John G. Wilson; and Aaron Gould. Firms exhibiting from Washington included Willatzen & Byrne; Willcox & Sayward; Carl F. Gould; Cutter & Malmgren; and Bullard & Hill. Exhibitors also came from Chicago, Boston, MIT, and California (Pasadena, San Francisco, and Los Angeles). Arts & Crafts related exhibitors included William W. Kellogg of Seattle (tile work) and the Arts & Crafts Society of Portland.

An important reference work to the study of the architectural history of the Pacific Northwest and the West Coast. Measures 12 ¼" x 9 ¼". Usual bumping and fraying at top and bottom of spine and corners; o/w in VG+ to Near Fine condition. **PRICE: \$ 100**

## PHOTOS of A.I.A. in the WOODS & MILL

2. [ARCHITECTURE – AIA Tour] Simpson Logging Company. A Day with a Forest Industry (Shelton, WA: Simpson Logging Company, 1953). Album with illustrated, color boards; [42]pp; twenty (20) original 6 ½" x 4 ½" photographs inserted, one per double page, each with a printed caption.

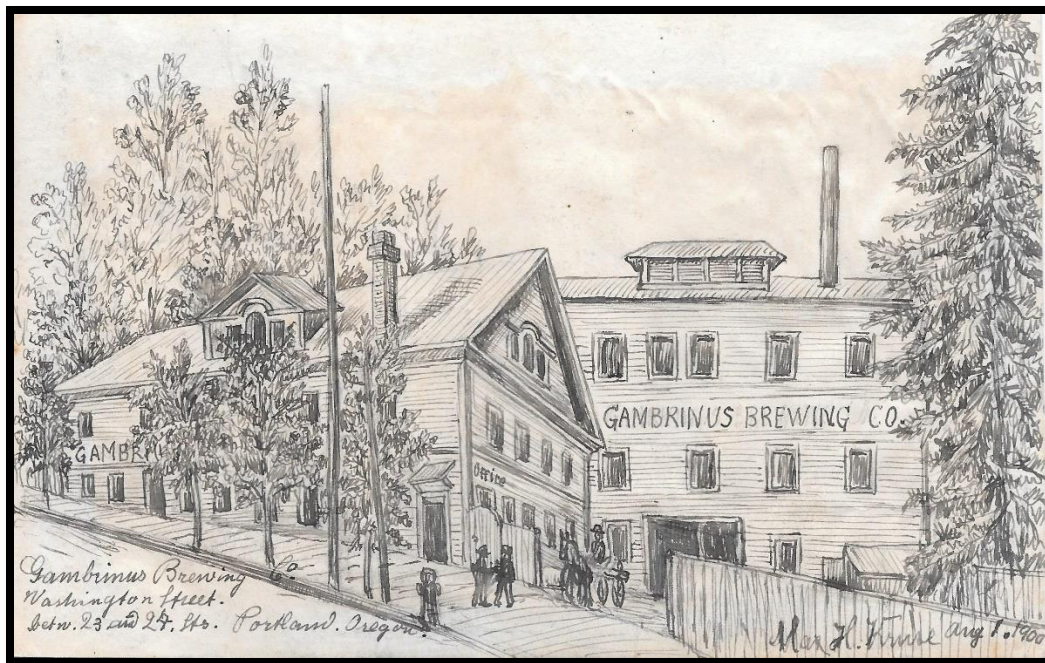


The first printed page in the album states, *"It was our privilege on June 15, 1953, to demonstrate to the American Institute of Architects how the Wood Products Industry of the West Coast grows, harvests and processes raw materials from the forests. This album contains typical scenes of your day with us in Shelton, Washington, and at nearby Mason Lake. We hope it will recall*

*pleasant memories of your trip to the woods. May the day come soon when you can visit us again. Simpson Logging Company".* The A.I.A. event was part of the eighty-fifth annual convention which was held in Seattle in June, 1953. The photographs show the touring architects at the wood fiber plant; a plywood tour at the Olympic Plant; "Chow line at Camp Bull o' The Woods on Mason Lake"; viewing a log rolling contest; tree planting; World Champion tree topper Hap Johnson topping a tree; falling a fir; loading logs and trucking the logs away; and a final thank-you "ceremony". An interesting group of photographs that document the A.I.A.'s introduction to the Pacific Northwest timber industry. Some bumping near spine of covers; light toning at edges of pages; o/w in VG+ to Near Fine condition with the photographs being especially clear and sharp. [18-653] **PRICE: \$ 90**

## PRE-PROHIBITION PORTLAND BREWERY

**3. [BREWERY – Cambrinus] Kruse, Max H.** Original pen & ink sketch titled "*Cambrinus Brewing Co. / Washington Street / betw 23 and 24 Sts. Portland, Oregon*" and signed at lower right, "*Max H. Kruse Aug 1, 1900*". The artwork measures 5" x 7 7/8". It is laid down on what appears to be a vintage album page that has been cut to the same size as the sketch.



The Cambrinus Brewing Co was founded in 1875. It was located at 22<sup>nd</sup> & Flanders in Northwest Portland until the 1880s. By 1892 it was listed at Washington & 24<sup>th</sup> Streets, in the same general

area. The brewery lasted until Prohibition, then reopened as the Rose City Brewery Co., Inc in 1933 and operated until it closed in 1940.

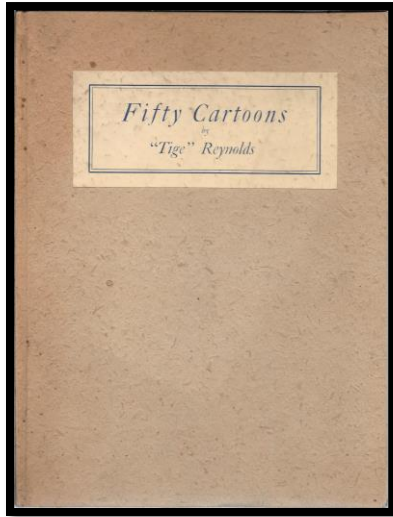
Although the artist Max H. Kruse (1869-1938) is listed in Hughes' Artists in California 1785-1940, little is recorded about him or his work. He was born in Germany. By 1904 he had moved to northern California. The Santa Cruz newspaper mentions his opening of an art store in 1906. He died in San Francisco and some of his artwork is held by the California Historical Society.

This example is extremely desirable because of the subject – a brewery! Today, Portland is known for its plethora of micro-breweries, so this piece connects directly to the brewing history of Portland and the Pacific Northwest. There is some toning and wrinkling in the sky portion of the sketch from it being laid down; however, overall, it is a charming artist's on-location rendition of the brewery. [16-981]

**PRICE: \$ 300**

## CARTOONS by the TIGER

4. [CARTOONS] Callvert, R.G., Managing Editor of *The Oregonian*. **Fifty Cartoons by "Tige" Reynolds** (Portland: Metropolitan Press, Publishers, 1931). With an Introduction by R.R. Callvert. Heavy tan



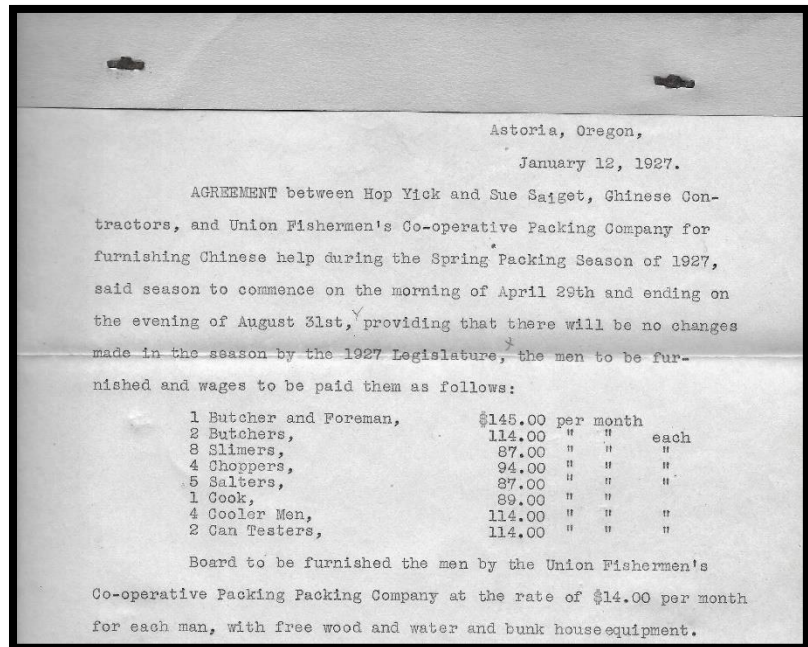
colored boards with a paper title label pasted down on the front cover; frontis of the cartoonist Edward Samuel Reynolds; [8], 99, [6] pp; decorative endpapers illustrated with various "tiger" images which were a part of Reynolds' signature and identity; 50 full-page cartoons serve as the illustrations.

This book represents a memorial to the work of Edward Samuel (Tige) Reynolds (1877-1931), cartoonist on the staff of the *Morning Oregonian* for 15 years. He died suddenly in 1931 at the age of 53. In the 2-page Introduction his Managing Editor summarizes Reynolds' life in the newspaper industry in California, Washington and Oregon. Callvert writes, "*The collection of cartoons which is hereby presented to the public is our small and inadequate tribute to his memory and his genius.*" The cartoons relate to national, international, and regional events and themes.

Book measures 10 7/8" x 8". Light toning to spine and parts of the cover, o/w in Near Fine condition; clean and bright throughout the interior. [18-835] **PRICE: \$ 75**

## CHINESE CANNERY WORKERS WANTED

5. [CHINESE – Employment Procurement] Union Fisherman's Co-operative Packing Company, Astoria, OR. Single-page typed legal sized **Agreement between Hop Yick and Sue Saiget, Chinese Contractors, and Union Fishermen's Co-operative Packing Company for furnishing Chinese help during the Spring Packing season of 1927.** Hop Yick and Sue Saiget (the latter a male of Chinese descent born in Astoria in 1890) agreed to furnish a Foreman/butcher, two more butchers, eight slimers, four choppers, five salters, two can testers, one cook, and four cooler men (a total of 27 workers) for the Spring salmon packing season that ran from April 29 through August 31. Hop Yick and Sue Saiget were to receive an advance payment of \$3,000 for





securing the workers. The Agreement gives the wages for each position: the foreman/butcher was the highest paid at \$145 per month; the lowest paid positions were the salters at \$87 per month. Board was to be furnished by the Union Fishermen's Co-operative Packing Co at the rate of \$14 per month for each man, with free wood and water and bunk house equipment. Work days were 10 hours long, from 7 am to 6 pm; overtime and Sunday pay would be paid each worker at 50 cents/hour. The Agreement was signed by Sue Saiget for the contractors and by the President and Secretary of the Union Fishermen's Co-operative Packing Company, dated January 12, 1927. It is docketed on the exterior of one of the four panels of the 3-fold blue backing paper, "Contract / Hop Yick & Sue Saiget / and / Union Fishermen's Co-Op. / Pkg Co. / Spring Season, 1927".

1 Butcher and Foreman,	\$145.00 per month	
2 Butchers,	114.00 " " each	
8 Sliners,	87.00 " " "	
4 Choppers,	84.00 " " "	
5 Salters,	87.00 " " "	
1 Cook,	89.00 " " "	
4 Cooler Men,	114.00 " " "	
2 Can Testers,	114.00 " " "	

Board to be furnished the men by the Union Fishermen's Co-operative Packing Company at the rate of \$14.00 per month for each man, with free wood and water and bunk house equipment.

Ten hours is to constitute a day's work, beginning 7:00 A. M. and ending 6:00 P. M.; overtime in excess of these hours is to be paid each man at the rate of 50¢ per hour; if work is required on Sunday, 50¢ per hour straight time will be paid for such work. Holidays, excepting Sundays, as above mentioned, are not included in the schedule for overtime.

It is understood and agreed that the complement of men furnished by the above-mentioned Chinese Contractors shall in every way be satisfactory to the Union Fishermen's Co-op. Pkg. Co.

An advance payment of \$3000.00 to be paid the Chinese contractors by the Union Fishermen's Co-operative Packing Co. for securing the above complement of men is agreed.

HOP YICK & SUE SAIGET  
By Sue Saiget  
UNION FISHERMEN'S CO-OP. PACKING CO.  
By Charles Pine  
President  
Charles Pine  
Secretary

This Agreement is an important document in the history of the Chinese and canneries in Astoria, Oregon. By the 1880s, Astoria, at the mouth of the Columbia River, was known as the salmon fishing capital of the world. By 1883 there were 39 canneries along the lower Columbia River. It is reported that more than 630,000 cases of salmon were packed that year – an equivalent of 43 million pounds! After years of long-standing disagreements between fishermen, cannery workers, and the cannery companies over prices and wages, in 1897 the Union Fishermen's Co-operative Packing Company was formed by fishermen, primarily Finns or of Finnish immigrant descent, who had been on strike and decided to build their own cannery. Around 200 men each put in a hundred dollars and with that money purchased a cannery site in Astoria and built a plant, complete with boat moorages. As a co-op, the fishermen were not paid by the number of fish or by the pound, but rather received a share

of the company's profits. The company became very successful and remained a fishermen-owned co-op until it was sold in 1950. The old cannery site in Astoria is now occupied by the Cannery Pier Hotel.

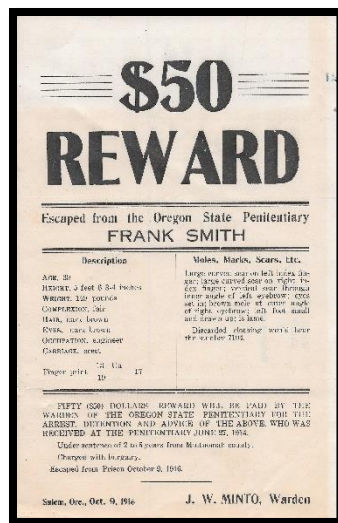
Chinese workers were a main-stay in the 19<sup>th</sup> century cannery business in Astoria, even with the several Chinese exclusion attempts. Aaron Coe, in his dissertation (Portland State University, 2011) and subsequent article in the Oregon Historical Quarterly (Vol 114 #2, 2013), writes that in the 1880's the Chinese population of Astoria numbered around 2,000. By the 1920s, partly because of anti-immigration attitudes, particularly against Asians, the introduction of the mechanized "Iron Chink" which replaced certain cannery jobs, and a disastrous fire in Astoria in 1922 that burned out a number of Chinese businesses, that number had dwindled to less than 100. For decades local Chinese businesses had operated as employment agencies, supplying cannery workers during the packing seasons. Immigration officials often had difficulty distinguishing between legal and illegal immigrant workers, sufficiently so to keep the Astoria Immigration office quite busy.

The date of this contract, 1927, is only a few years after Congress passed the Immigration Act of 1924. That Act essentially brought all Asians under the umbrella of exclusion policy. The new yearly quota for Chinese immigrants nationally was set at 105. The Chinese Contractors named in this Agreement most

likely had a harder time filling the needed positions than in previous years. It is interesting to speculate that because of the co-operative nature of the company which had a large number of “owners” of northern European immigrants or their immediate descendants, the co-op may have been more receptive to Chinese workers than other competing companies. Or, it may simply have been an economic necessity to find workers where-ever they could.

Some toning along exterior fold lines; some rust stains associated with the clips holding the one-page document in its blue folder; o/w in VG+ to Near Fine condition. [18-558] **PRICE: \$ 125**

## \$50 REWARD



**6. [CRIME – Reward Poster]** Oregon State Penitentiary. Small broadside poster offering a **\$50 Reward for the “arrest, detention and advice” of one Frank Smith who escaped from the Oregon State Penitentiary on October 9, 1916.** This 9 3/8” x 6” poster, printed on one side, was issued by J.W. Minto, the penitentiary’s warden. Smith was serving a 2 to 5 year sentence for burglary. He escaped by scaling the prison wall and was on the lam for over 5 months before being apprehended in Ventura, California in March, 1917. He was returned to Oregon, but, at the time of his capture, the inmate that escaped with him had not yet been found. The piece was removed from a scrapbook and is still laid down on an album page that has been trimmed to the size of the reward notice. There is a portion of another letter relating to a different police matter on the back side of that same, partial album page. Overall in VG+ condition. [15-2317] **PRICE: \$ 45**

## HISTORICALLY SIGNIFICANT & AESTHETICALLY PLEASING PHOTO ALBUM

**7. [PHOTOGRAPHS – Benj. A. Gifford Album]** Gifford, Benjamin A. **An extraordinary vintage album of fifty (50) original photographs of scenes along the middle and upper sections of the Columbia River (from the Cascades to near Biggs / Maryhill) taken between 1899 and 1902 by one of Oregon’s premier photographers, Benjamin A. Gifford of The Dalles, Oregon.** Besides the natural features of the picturesque Columbia River Gorge, the images include views of railroads, steamboats, The Dalles, several Columbia River falls (including Celilo), and sixteen (16) different photos of Indians, including identified tribal members and their encampments and fishing activities along the river. All but one of the photographs measures 8” x 5”, and all but two are titled in the negative. Gifford’s logo is present in all

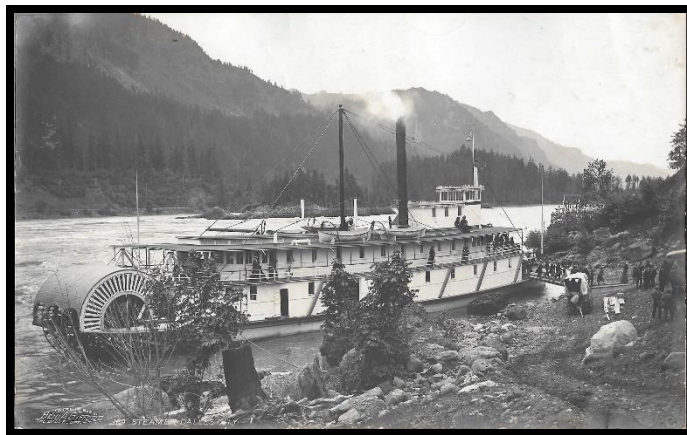


but a couple of the images, usually at the beginning of the title. The photos are mounted back to back on album pages that measure 10" x 7".



Benjamin A. Gifford (1859-1936), the subject of many articles and books about photographers in the West, especially those who documented the Indian tribes within their respective regions, is one of the highest regarded early photographers in Oregon for his artistic images. He captured the scenic beauty of the Columbia River east of Multnomah Falls in a series of magnificent, artistically and aesthetically pleasing photographs during his time in The Dalles, Oregon, which is located on the middle stretch of the Columbia above the confluence of the Willamette (Portland) between the Cascades and Celilo. Gifford was (and still is) regarded as one of the finest photographers of the tribes and bands of Indians along the Columbia, including the Wasco, Wishram, Klickitat, Yakama, Warm Springs, and Umatilla.

Gifford was born in Denby, Illinois, but came to Oregon in 1883 as a young man to pursue his chosen profession as a photographer. He is listed in Portland city directories for several years before moving to The Dalles on the Columbia River circa 1898. While there until around 1910, he actively photographed the sites and scenes along the river and in the Cascade Mountains. His obituary in the March 6, 1936 Oregon Daily Journal read, in part, *"The Columbia gorge appealed to him, as well as the snow-capped mountains round about and the many waterfalls, the seashore, ships and river steamers, were photographed with rare composition of sunlight, clouds and shadows, that will live for yet many years to come."* Gifford's photos were high-lighted in the **Art Work of Oregon**, published at the beginning of the 20<sup>th</sup> century. For a good summary of his work and locations of business in Portland and The Dalles, plus a portion of an interview with him in 1929, see Tom Robinson's **Photographers of Oregon: Biographical History and Directory 1852-1917** (Portland, 1992).

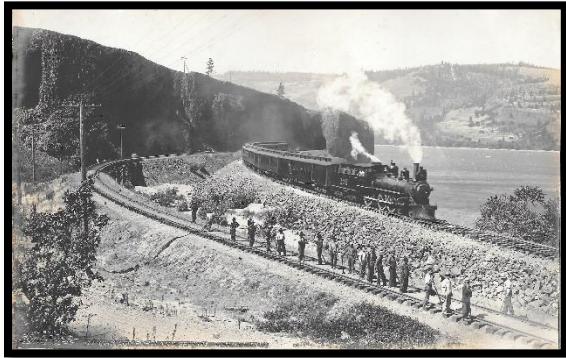


The following is a title listing of the fifty photos, in the order in which they appear in the album. Gifford's negative numbers are at left.

- 230. Mt. Hood from Lost Lake. Height 11,225 feet
- 217. Mt. Adams from Trout Lake. Height 12,470 feet
- 231. Mt. Adams from Trout Lake. Height 12,470 feet
- 151. The Locks. Columbia River [*"Inland Flyer in Cascade Locks"* written under image in ink]
- 233. The Locks. Steamer *Dalles City*



- 213. Chicago-Portland Special Tunnel No. 2 [with train on one track and a crew of men on another]
- 210. Tunnel on the O.R. & N.
- 221. Sheep on the Range



- 181. At the Ferry. Columbia River [sheep being herded onto a ferry]
- 208. Memaloose Island. Columbia River
- 209. Memaloose Island. Columbia River
- 234. North Abutment to Bridge of the Gods, and Cascades of the Columbia
- 203. Beacon or Castle Rock
- 21\_. Str *Regulator* near the Palisades
- 162. Str. *Regulator* near Castle Rock
- 207. Str. *Bailey Gatzert* approaching Cascade Locks. Columbia River

[No #] [Untitled view of the Steamer *Bailey Gatzert*]

- 220. Fish Wheels. Upper Columbia ["*Seufert's No. 5 fish wheel and scow wheel a head of 5 Mile Rapids about 1900*" written under image in ink]

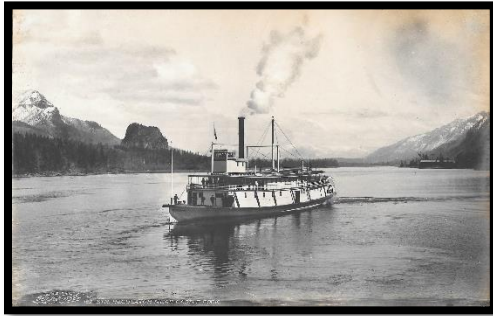
- 168. Fish Wheel and Cascade Locks
- 175. Cabbage Rock
- 186. Owl Rock
- 199. Cape Horn. Columbia River
- 200. Cigar Rock. Columbia River
- 167. Oneonta Gorge
- 218. The Mountains' Realm
- 170. Middle Cascades. Steamer *Dalles City*
- 169. Steamer *Dalles City*
- 185. 80,000 Sacks of Wheat
- 187. The Dalles, OR., and Mt. Hood
- 232. Celilo Falls. Columbia River
- 222. The Whirlpool. Celilo Falls
- 147. Native and Dugout Canoe. Celilo. Columbia River Gifford Foto, The Dalles, Ore.



[No #] [Untitled view of a herd of sheep by the edge of the Columbia River]

- 179. My Day at Home. Wa-Ku-Kum. [Indian woman by teepee]
- 166. Multnomah Falls 840 Ft. [Top left corner broken off, not affecting the image of the falls]
- 180. The Home Guard. On the Columbia [Canoe at river's edge, a dog, and two Indian lodges]
- 178. A Sea of Sand Among the Breakers [Sand dunes along the Columbia River]
- 155. Indian Burying Place. Memaloose Island [Large pile of human skulls and bones at burial site]
- [No #] [Iconic image of the Indian maiden and child wrapped in a Pendleton blanket]
- 211. Natives Spearing Salmon on the Columbia
- 212. Indians Spearing and Netting Salmon on the Columbia
- 155. Salmon Jumping the Rapids Copyright 1899
- 193. Indian Dancers [Four Indian men, two women, and one child in full regalia]

- 214. Chief Hash-Nash-Shut
- 171. Pop Kio Winah, Yakima
- 227. Wasco Squaw
- 229. Wasco Squaw and Pack
- 228. Two Tiger and Twa-Wei [Indian man and young Indian woman]
- 226. Two Tiger [Indian man]
- 215. Chief Shen-No-Watch, Wasco Tribe



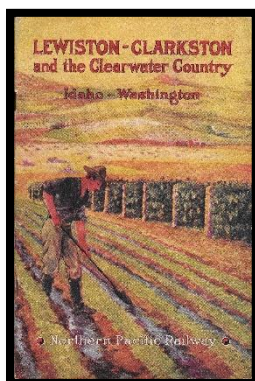
At the front of the album is a white label with blue printing: "R.A. Brouhard Agency / Cypress 6-3258 / Room 206, U.S. National Bank Bldg., The Dalles, Ore." A post-1960 address label is pasted down on the inside back cover that reads, "R.A. Brouhard / 7815 N. Denver / Portland Ore / 97217". Also laid down on the inside back cover is a note dated 4/18/68 that reads, "Mr. R.A. Brouhard bought the Gifford studio after Mr. Gifford died. The large glass plates for the large pictures were sold

to the \_\_\_\_\_ in the area for hot plants to raise flowers, etc. Mr. Gifford's funeral service was held at Salmon Creek Church just north of Vancouver. He was a Christian Scientist and Wm. E. Farr Sr. read his service. [signed] Wm. E. Farr".

The last four pages (containing 8 images) are detached from the body of the album, as is the front cover. Several of the photos have missing corners, but the loss does not impact the focus of the affected images. The contrast and clarity of the vintage photographs is exceptional. It is quite possible that this album served as one of Gifford's sample catalogs for people wanting to order particular images by their negative number. This is one of the most historically significant and artistic albums covering a number of interesting subjects that we have had the privilege to handle. [18-316] **PRICE: \$ 6,500**



## THE LAND OF SUNNY SKIES



**8. [PROMOTION – Idaho & Washington]** Northern Pacific Railway. Promotional booklet titled Lewiston-Clarkston and the Clearwater Country . Idaho --- Washington / The Land of Sunny Skies, Where Fortune Waits to Help the Man Who Tills the Soil, Trims the Tree and Trains the Vine (St. Paul: General Passenger Department, Northern Pacific Railway, 1911]. Color illus paper wraps; 72pp; frontis of a map of the Clearwater Country; photo illustrations throughout; two maps (including the frontis).

The text includes an overview of the history, geography and topography of the Clearwater area near the eastern Washington and northwestern Idaho border;



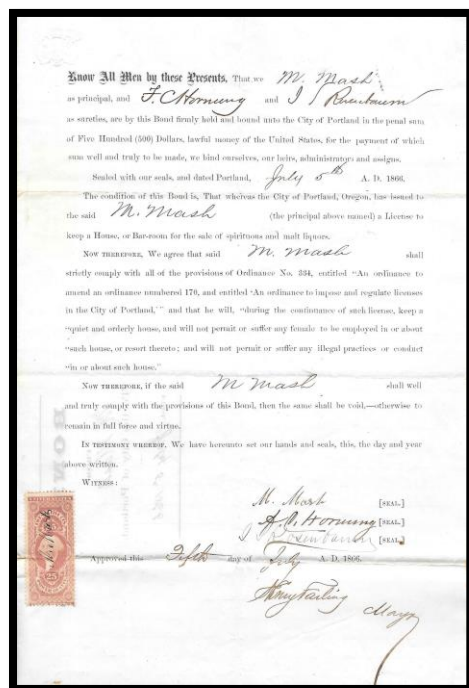
and highlights the specific advantages of settling in the region, including the irrigation projects underway; crops; poultry production; various fruit crops, including cherries, peaches, apples, and grapes; nurseries; wheat crop yields; raising live stock; and the opportunities for diversified farming. The booklet is filled with “signed” and dated testimonials and many statistics regarding crop and livestock production. And, of course, it includes a page directed to the Northern Pacific train service to the area, plus several pages of NP propaganda.

This particular 1911 railroad-produced promotional booklet is unusually scarce, not often seen on the market. It measures 6” x 9”. Except for a mark where a 1 ¾” x 5/8” label has been removed from the back cover, the piece is clean and bright and in Near Fine condition. [XWAX] **PRICE: \$ 65**

## KEEP the WOMEN AWAY!

**9. [SALOON – License Bond]** City of Portland, Oregon. **Legal document dated July 5, 1866** acknowledging a penal sum of \$500 if the saloon owners, **M. Mash, F.C. Hornung, and I. S. Rosenbaum**, did not comply with the provisions of the City of Portland’s ordinance relating to keeping

a “... *House, or Bar-Room for the sale of spirituous and malt liquors.*” The ordinance for acquiring and keeping a license for such establishments required that the principal owner, M. Mash, will, “*During the continuance of such license, keep a quiet and orderly house, and will not permit or suffer any female to be employed in or about such house, or resort thereto; and will not permit or suffer any illegal practices or conduct in or about such house.*” The filled out, partially printed form was signed by the three saloon partners and Portland’s mayor in 1866, Henry Failing, and has a 25-cent U.S. Power of Attorney revenue stamp applied at the bottom.



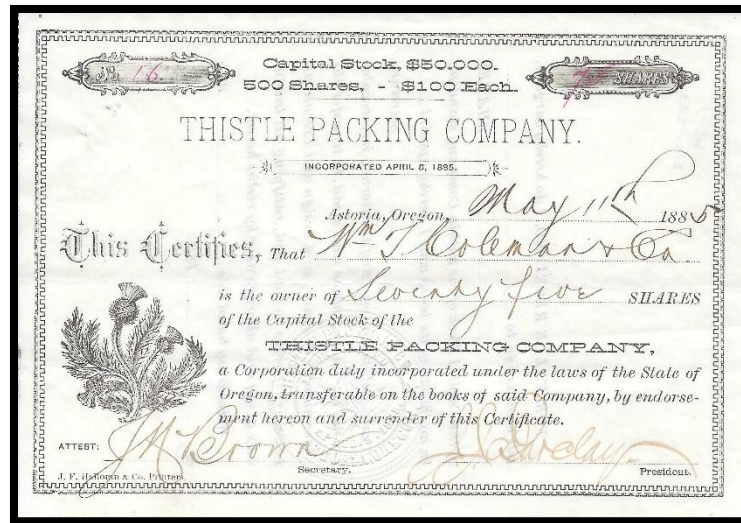
The form measures 12 ½” x 7 ¾” and has been folded across at three folds to facilitate the filing of this legal document and then folded in half the other way twice again. It is docketed on the back side of one of the four resulting panels (after folding) with “*Bond. / From / M. Mash / To the City of Portland. / Filed July 5<sup>th</sup> 1866.*” Some toning at fold lines.

VG+ to Near Fine condition. [14-1032] **PRICE: \$ 50**

## THISTLE PACKING INVESTOR VIGILANTE

**10. [STOCK CERTIFICATE]** Thistle Packing Company. **Stock certificate for 75 shares of capital stock in the Thistle Packing Company, a corporation incorporated in Oregon in 1885, located in Astoria, Oregon.** The original incorporators were C.W. Fulton, S. Elmore, George W. Sanborn, and J.J. Barclay. The company’s stated business was packing fish and vegetables. In 1885, Astoria, at the mouth of the Columbia River, was in the midst of its most successful era of salmon canning and claimed the title of Fish Canning Capital of the World.

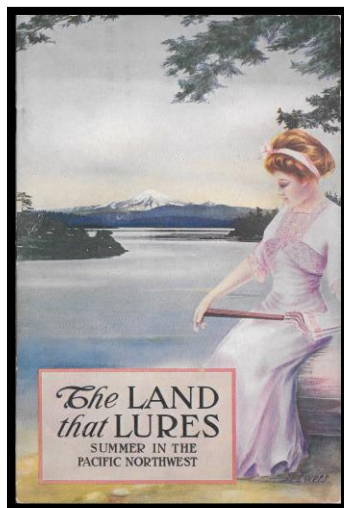
This certificate was issued to William T. Coleman on May 11, 1885, less than a month after the incorporation filing date. It is signed by the company's officers, J.M. Brown, Secretary, and J.J. Barclay, President. The shareholder William Tell Coleman (1824-1893) had come to California in 1849 and was in the shipping and commission business. He was a leading figure during the infamous 1851 and 1856 activities of the Committees of Vigilance formed to "establish law and order" in San Francisco during the early years of the Gold Rush era in California. Coleman later established a steamship line between New York and San Francisco; played a dominant role in the development of San Rafael, California, across the Bay from San Francisco; and was owner in the 1880s of a borax company in Death Valley.



The certificate was printed by J.F. Halloran & Company and bears an image of a thistle and the embossed impression of the company's corporate seal. J.F. Halloran & Co were the publishers of the newspaper *Astorian* in Astoria, Oregon. Measures 7 5/8" x 5 1/4". Fine condition. [E10-228] **PRICE: \$ 60**

### For the "**DISCRIMINATING TOURIST**"

**11. [TOURISM]** Oregon-Washington Railroad & Navigation Co. Promotional booklet with the cover title, **The Land that Lures / Summer in the Pacific Northwest**, issued under the direction of W.D. Skinner, General Freight & Passenger Agent, O-WR&N Co., Seattle, Washington, 1911. Color illus paper wraps; 46, [2] pp; map; illustrated throughout with photographs, some attributed to the photographers

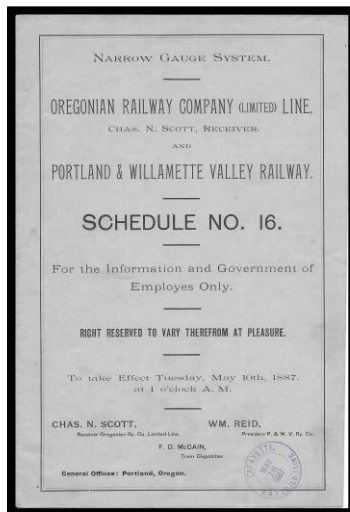


Asahel Curtis, A.H. Barnes, Geo. M. Weister, and Case & Draper. The preface states, "*This booklet... is issued... with one object in view, that of bringing to the attention of the traveler, on pleasure and recreation bent, the many charms of this beautiful corner of the United States... Once the discriminating tourist spends a summer month or two in the Pacific Northwest he will come to more appreciate the reason for assigning to this booklet the name, 'The Land that Lures.'*" The text includes sections titled, The Pacific Northwest in Summer; Portland, the City of Roses; Tacoma, the City of Destiny; Seattle, Queen City of Puget Sound; Victoria and Vancouver; Motoring Tours in the Northwest; Mountain Climbing in the Northwest; and Alaska, the Treasured Northland. The Rand, McNally Co. (Chicago) map, facing the inside back cover, is titled, "*Union Pacific / Oregon Short Line / Oregon-Washington R.R. & Navigation Co. / Southern Pacific / and Connections*" and shows

the railroad lines from Chicago and New Orleans west to the Pacific and north from the middle of Mexico to the Canadian border. This particular promotional is not often seen on the market. Measures 9 ¼" x 6 ¼". Near Fine condition; clean and bright throughout. [17-1981] **PRICE: \$ 75**

## RARE 1887 OREGON RAILROAD SCHEDULE

**12. [TRANSPORTATION – Railroads]** Railroad schedule of eight unpaginated pages, printed on four, with the cover title, Narrow Gauge System / Oregonian Railway Company (Limited) Line, / Chas. N. Scott, Receier, / and / Portland & Willamette Valley Railway, / Schedule No. 16. / For the Information and Government of Employees Only, / Right Reserved to Vary Therefrom at Pleasure. / To take Effect Tuesday, May 10<sup>th</sup>, 1887, / at 1 o'clock A.M. / ... / General Offices: Portland, Oregon. Light greenish-gray colored paper wraps; [8] pp, with printing on four; measures 11" x 7 ¼". The titled cover and the four blank pages are all marked with a purple-inked, circular date stamp (*May 18, 1887 Lafayette, O.R.Y.Co. [LD.] Line*).



The Oregonian Railway Co (East Side) schedule shows all the stops along the line from Fulquartz (Yamhill County) south to Coburg (Lane County), a route of almost 92 miles through many of the smaller communities up and down the Willamette Valley. The West Side route of that line went from Fulquartz south to Sheridan, continuing to Airlie (a distance of just over 50 miles). The narrow gauge Portland & Willamette Valley Railway went from the foot of Jefferson Street in Portland to the junction at Dundee, via Elk Rock, Oswego, Tualatin, Winters, Summit and Newberg (a distance of almost 29 miles). These small lines were established to service the many farming and lumbering communities south of Portland that were not connected by rail to the main lines, such as the Oregon & California.

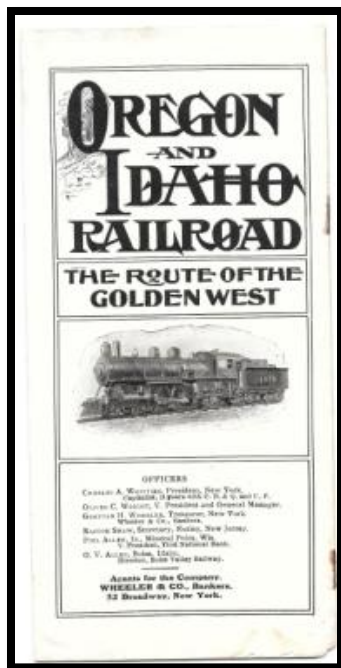
This early Oregon railroad schedule is very rare. There appears to be none listed in OCLC nor any offered for sale in the recent past. There is some toning on the blank back cover and a few light smudges on the front cover and it was originally trimmed at an angle on the right side, but overall it is in Near Fine condition. [17-1126] **PRICE: \$ 300**

## ROUTE of the GOLDEN WEST

**13. [TRANSPORTATION - Railroad]** Folding brochure promoting the construction and value of the Oregon / and / Idaho Railroad / The Route of the / Golden West published for the railroad by Wheeler & Co., Bankers, NY [1906]. Measures 7 ¾" x 3 ¾" folded; opens up to 8 pages, each two folds wide.



It contains photo reproductions showing the first grading camp on the Oregon & Idaho Railway, an overview of the Payette Valley in Idaho; and the Payette River that was to be the source of irrigation to much of southern Idaho. A map showing various railroad systems from the Pacific Coast through Portland and Eugene in Oregon east to Idaho City demonstrates how the proposed Oregon & Idaho



Railway would connect up to all the existing lines. The brochure's primary pitch is even more fervent than the usual railroad promotion: *"The railroad is the civilizer and second only in importance to the raw material, the wealth of land and mineral and timber. The Railroad is the greatest factor in the development of the resources and in the making of money that this country knows. The West, a vast part of it at least, is literally starving for more railroads; and the railroad, in the right place, is guaranteed from the start a business and a profit, enduring, permanent, and growing. The Oregon & Idaho Railway is but a small fraction of the great System, but it is an important part. It will occupy a vital strategic position in regard to the two most important trans-continental systems in the country to-day – Harriman and Hill – thus giving it an importance and a value far beyond what would normally belong to it. The following facts, illustrated by the maps, show HOW and WHY this is so, and why this pamphlet, therefore is worth most careful perusal."* Since funding was scarce, they were proposing a different scheme for financing, primarily geared to the potential users / beneficiaries of the proposed line. Evidently, the financing fell through, as no later mention of the railroad could be found.

This is a rare piece of railroad promotion issued during the irrigated lands time period with WorldCat listing only one holding (Denver Public Library). Slight rusting around the staples; small amount of loss at bottom corners and along a short length of the outside fold from silverfish; overall, though, in VG to VG+ condition. [18-221] **PRICE: \$ 175**

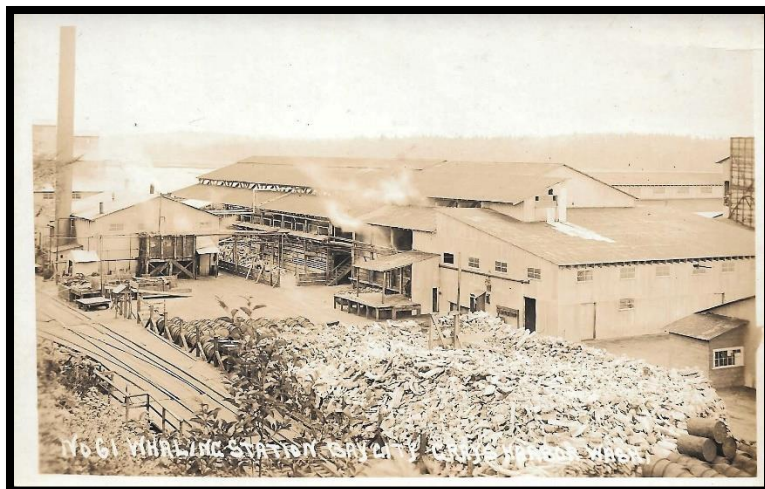
## PUMPED UP WHALES

**14. [WHALING]** Group of nine (9) different real photo postcards of the whaling station at Grays Harbor, Washington, circa 1910s. The lot includes three views by Lewis (circa 1913), one by C.M. Wolfe (1912), one by Wesley Andrews, plus four with no photographer imprints but two have printed titles similar to the titles on "signed" cards and the other two have AZO stamp boxes with pyramids in corners. Only one card has writing on the back (postmarked from Westport, WA). The two unsigned views are titled *"Whaling Station Bay City Grays Harbor Wash."*

The Grays Harbor whaling station was part of the American Pacific Whaling



Company's operations. The company, headquartered in the state of Washington and founded circa 1911, also had two other whaling stations in Alaska. The American Pacific Whaling Co had four whale catcher boats, including the *Moran*, which is pictured in several of the RPPCs. In 1918 the company became part of the Consolidated Whaling Corporation.



Sharp, clear images of the *Moran* pulling in whale carcasses, men sitting on floating whales, whales being pulled up the slip, and two views of the Bay City station. The dead whales are floating on the surface and appear bloated because they most likely were pumped full

of air. If not, the whale carcass would sink. It was found that that practice speeded up the spoiling of the carcass, so was discontinued. The group is in Near Fine condition. [18-485] **PRICE for the Group of Nine: \$ 200**

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- 2). All items are fully returnable for any reason within seven days of receipt. We would appreciate an immediate courtesy notification if you are returning an item in case we receive another order for it. Please package appropriately for safe return shipment, similar to the packaging when received.
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Thank you for looking.

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