

things the moist climate of the western counties holds special hazards. For example, fruits of many kinds grow in perfection, but for some of the more delicate kinds the production is not dependable season by season...

And something of what is here said with respect to fruit applies equally to many field and garden products. Owing to the great rainfall of Western Oregon—about equal to that of the South of England—there is a handicap upon whatever calls for a long growing season.

In the long run every productive country comes to face its chief reliance upon these special kinds of production in which the natural conditions work with and support the efforts of the farmer. It will be so here. The people of Western Oregon will not abandon the wide range which their industry has undertaken, but they will more and more concentrate their efforts upon those things in which they find help rather than hindrance in the climate.

Within the past five years the number of acres in the Valley has been more than doubled. Lands long cropped to wheat with poor returns have been given to pasture and have advanced in value. Forage crops, of which until lately even our most progressive agriculturists knew nothing, are being widely cultivated...

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IRRIGATION MOVEMENT.

A Thing of Very Great Promise to Oregon. LORELEY allied with matters above discussed is the interest of irrigation, to which popular attention has been directed very especially by recent events.

Even yet the public mind does not grasp the relation of irrigation practice to the naturally arid region of Western Oregon. It is not yet understood that irrigation—that is, in the artificial control of the water resources of the country—there lies the possibility of extending our too short working season in the Spring by relieving the lands of their superabundant moisture and in the Summer and Fall by purveying water in time to give the farmer a chance to get at his Fall work before the Fall storms make cultivation impossible.

Popular interest in irrigation just now relates chiefly to the country east of the Cascade Mountains and to the valley lands under the individual initiative in already working marvells. A few small and private ditch systems, in conjunction with the alfalfa plant, have within half a dozen years revolutionized the great stock industry of the eastern country. The once dreaded winter season has been robbed of its terrors for stockmen; and more, the feed-yielding capability of the so-called range country has been more than doubled.

detached and individual enterprise is but a suggestion of what may be done by organized effort. It is seen that the thirty plains and hillsides of Eastern Oregon may be irrigated by a system of canals, and it is suddenly discovered that the streams which have for ages been running to waste may be made the sources of profit, and, in connection with the adjacent dry country, the basis of an almost unlimited progress.

The larger development of irrigation under the conditions which prevail in Oregon will probably come through individual and relatively small enterprises, through the conservation of the drainage of small tracts, and it has accordingly been suggested by a careful observer that a time will soon come when the elevated and uncultivated tracts of Eastern Oregon will be more valuable for watershed than they have ever been for range.

Irrigation projects upon a large scale have been instituted under the Carey law in Central Oregon—particularly in the region of the Upper Deschutes—some five or six companies being already in that field. They have made a claim to several hundred acres of land in the aggregate and are planning to "cover" them with water to be drawn from the Deschutes River. Questions have been raised as to the capability and good faith of some of these companies, and in the minds of many there exists a doubt if their operations will come to anything of any real account in the development of the country.

Great hopes are founded in many quarters upon the plans of the Government under the irrigation law enacted last year. Of the fund already on hand Oregon is equitably entitled to approximately \$1,000,000, and it is presumed that this amount or something like it will be expended here if a suitable situation can be found for it. There are intimations that the Government agents would like to operate in the district of the Upper Deschutes, and on the part of many it is feared that they will be hindered from so doing by the operations of the private companies to which reference has just been made.

THE MOVEMENT IN TIMBER.

Consolidation of Holdings Preparing Way for Great Activity. The timber industry, in its contrast of earlier and later phases, illustrates several facts in the progress of the country worth while to consider.

The timber industry, in its contrast of earlier and later phases, illustrates several facts in the progress of the country worth while to consider. Prior to 1897 a very large proportion of the native forest of the country had become personally appropriated—that is, much of our forested land was in private hands.

Lumbering on a scale as large and economical as that of the present is essentially to economy—the business of consolidated capital. It calls for a great manufacturing plant. It must command either extensive market-connections in the East or a fleet of boats to operate by sea—both. It must build and operate railroads into the forest districts for its supply of raw material.

Another department of our industry, perhaps, illustrates more obviously the fact that Oregon is still in the making than the present-day timber industry. There is scarcely a forested district in the country in which large buyers are not operating, in the Nehalem country, in Tillamook, in the timber fields of Clatsop and Columbia Counties, in the Mount St. Helens district, in the Cascade Mountains, in the Klickitat, in the Blue Mountains, in far-away Klamath everywhere it is the same. The timber resource of the country is being consolidated and is getting into the hands of men of large capital.

These considerations are here dealt with at some length because they exhibit conditions and possibilities important in any study of the development and progress of the country. Under some principle not easily comprehensible to the lay mind it has not in the past been possible to get common rates for immigrants to any but general points like Portland, Tacoma, San Francisco or Seattle.

BAR AND RIVER CHANNELS.

Conditions of Portland's Water Highway to the Sea. The only questionable circumstances relative to Portland's commercial position have been the conditions at the Columbia River bar and the channels between the river's mouth and the city.

Interested misrepresentation has greatly exaggerated the difficulties of the situation, but nobody can deny that there is a real barrier between the river channels were adverse of small consequence, but as the traffic of the country increased and as the fashion in ships grew larger, it was found that the conditions would have to be artificially improved.

Fortunately, no problem was or is involved in the matter. The channel of the Columbia bar has a width of eight miles, and it is a matter of investment, not of artificiality to limit the breadth of this flood and thus to increase its depth and the rapidity of its flow—and by the latter means to increase its scouring power. The National Government has undertaken this work, and while its processes are slow they are likewise sure.

It goes without saying that any rate which permits a profit to be extracted in a route which in its course lifts a full mile above the terminal level, is excessive, when a water-level route is available. Mr. James J. Hill, the eminent railroad man, is authority for the common-sense statement that the producers of a country have a right to demand a freight rate which will not be less than the most economical route—other words, the most level route—and this being so, the producers of the interior basin are clearly charged too much.

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THE RAILROAD COMBINATIONS.

Some of Their Immediate Effects Helpful to Local Interests. Whatever may be the ultimate effects of the recent combination of railroad interests, it is fair to say that in some ways up to the present time they have worked to the advantage of Portland.

Whatever may be the ultimate effects of the recent combination of railroad interests, it is fair to say that in some ways up to the present time they have worked to the advantage of Portland. For example, prior to the past year and a half, the policy of the Southern Pacific Company, which operates several lines of railroad in Western Oregon, was to divert Eastern business in so far as it could to the California, Oregon and Washington, and the movement continues at rate of several thousand persons each month.

This last feature of the situation is just now being illustrated with interesting emphasis by the construction by a Portland company of a railroad into the Klickitat Valley, connecting with Portland by means of river navigation. The Klickitat country lies east of The Dalles, obstructed by the Cascade Mountains, and the Columbia River at a point below The Dalles by the Canyon of the Klickitat River. It is through this canyon that a railroad is now being constructed, to connect as above stated with a line of steamboats operating through the Cascades Locks between The Dalles and Portland.

This Klickitat enterprise is a thing almost startling in all that suggests to the capital and initiative of Portland. There lies a great though all but unoccupied empire in Central and Southeastern Oregon which the established railroads have not attempted to enter, preferring to suit their own convenience than to consult the general interests of development and progress.

tion has changed this, for the arrangement by which many companies co-operate in the transcontinental haul is subject to a single will—the traffic director of the combine—and once fixed it has the admirable quality of staying fixed. This is a point of special value in connection with immigration rates to the Coast.

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GROWTH IN POPULATION.

Its Distribution Through the Past Half-Century. THE growth of the Pacific States in population has been relatively slow—that is, the progress of the country has not been comparable with the growth of the regions nearer the center of the United States.

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Table showing population growth in Oregon counties from 1850 to 1900. Columns include County, 1850, 1860, 1870, 1880, 1890, 1900. Rows list counties like Baker, Benton, Clatsop, etc.

MEASURES OF PROGRESS. Growth of the State Illustrated by Agricultural Statistics. OTHER interesting measures of the progress of Oregon are afforded by the census returns covering general agricultural interests. It could be wished that they were more in detail and more systematic in method; but with their many deficiencies they are still all we have.

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Still another measure of the industrial movement of the state is afforded by the following statement (compiled from the National census returns) of farm valuations from 1850 to 1900, inclusive: Farm valuations—

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MUCH LAND YET LEFT.

Great Extent of the Public Domain in Oregon. THE State of Oregon contains 61,277,440 acres of land, and of this 25,000,000 acres is still in the public domain.

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