things the moist climate of the western ounties 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 may in large measure be redeemed by season in and season out. Oftentimes the water, and it is suddenly discovered that rains persist so late in the Spring as to the streams which have for ages been wash the blossoms from the trees, and running to waste may be made the come so early in the Pall as to cause the It is found, too, that some of our more almost unlimited progress. It is the dawntender fruits, while more luscious than ing upon the public mind of these great the fruits of California, have not the facts in relation to the country east of which enable them to be transported long est in irrigation and which has made a distances to market. Fruits we shall concerted movement for the general proalways have in great quantity and in the motion of irrigation possible. finest quality for home consumption, and | The larger development of irrigation unchief bases of our industrial life.

respect to fruit applies equally to many field and garden products. Owing to the great rainfail of Western Oregon-about equal to that of the South of Englandthere is a handicap upon whatever calls have his small reservoir supplied from an for a long growing season. In four years area of hill land, from which seasonably out of five, the best results may be atinvolves production in uncertainties, holdthe farmer in that anxious state betwint hope and doubt, and serving to destroy the dependability upon which commercial prestige and certainty of profit depend.

In the long run every productive country comes to place its chief reliance upon those special lines 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 their industry has undertaken, but they will more and more concentrate their find help rather than hindrance in the dred thousand acres of land in the aggreclimate. Much rain makes much grass. for animal husbandry. For livestock and chutes River. Questions have been raised its products the demand is insatinte. Do- as to the capability and good faith of son of rain puts no limitation upon the season covers or may be made to cover moist climate is not a drawback, but on the other hand on amazing ald. And under these conditions it is not surprising that energy and capital are seeking t

Within the past five years the number of cows 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 gressive agriculture knew nothing, are bilities of the country for feed production develop there is a natural disposition to multiply the numbers and the variety of Willamette Valley farm than in selling it

The livestock industry brings a multitude of profitable side industries into the country. The creamery has transformed our dairy practice, and is giving to Oregon a commercial reputation. The cheese factory is another source of large profit. Western Oregon is counted on nowadays as a source of beef supply. The country for the first time in its history produces more hogs than it consumes. In brief, the livestock industry has become one of the large interests of the country; and under this industry, which is making constant and heavy advances, the country more prosperous than it has been at any other period in its history. It has can be made with artificial moisture to found a department of production in which the supply can never crowd the demand: to which it is specially adapted by velopment. It has, indeed, already begun nature, in which its working season is not in all parts of Oregon, in the semi-arid curtailed by the earliness, the lateness region east of the Cascade Mountains, and be adjusted upon the shortest route and

conditions, while in many respects contrasting with those of Western Oregon are similar in this sense, namely, that they admirably serve the purposes of the stockman. The open-range methods of stockkeeping are fast giving way to domestic methods, and as the new condition succeeds the old the proportions of the industry increase both as to the numbers of animals maintained and to the value of their annual products.

IRRIGATION MOVEMENT.

A Thing of Very Great Promise to Oregon.

discussed is the interest of irrigation. to which popular attention has been directed very especially by recent events. subject is still new in Oregon, for until very recently it has been a common opinion that Oregon has about as much se for irrigation as a coach for a fifth wheel. In truth, it has been a boast with us when recounting the advantages of our intry that it was a land in which "the Almighty attended to the irrigation." But we grow wiser as we grow in age and

Even yet the public mind does not grasp the relation of irrigation practice to the naturally over-moist region of Western Oregon. It is not yet understood that in 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. A few, indeed, understand it, but the greater many have not yet discovered that irrigation (so broadened as to include draininge) is the means by which the best possible results are to be got out of this wet country, with its naturally restricted working sea-But advanced agricultural science sees the condition clearly and is preachwater supply, with an emphasis bound poner or later to be reflected in a vastly enlarged productive capacity throughout

relates calefly to the country east of the Cascade Mountains, where a limited practice under individual initiative is already working marvels. A few small and prich systems, in conjunction with the alfalfa plant, have within half a dozen years revolutionized the great stock infustry of the eastern country. The once dreaded Winter season has been robbed timber fields in large areas by associaof its terrors for stockmen; and more, the feed-yielding capability of the so-called range country has been more than dou-Very considerable areas of land for through carriage of the lumber prodbarren for nine months of each year un- uct from the producing centers on the der natural conditions have been made | Coast to the consuming markets in the iidly productive; and lands once re- East. garded as uninhabitable for stock during half of each season are now regions of perhips illustrates more obviously the abundance all the year round. A single truth that Oregon is still in the making enterprise during the past Summer has than the present active market for tim-more than doubled the hay-producing ber lands. There is scarcely a forested

detached and individual enterprise is but a suggestion of what may be done by organized effort. It is seen that the thirsty platus and hillsides of Eastern Oregon

ne sorts-more particularly apples der the conditions which prevail in Oreand pears-we shall continue to supply the gon will probably come through individual general markets; but fruit will not be and relatively small enterprises, through with us as it is with California, a lead- the conservation of the drainage of small ing commercial staple and one of the watersheds and its application to small And something of what is here said with by a careful observer that a time will soon come when the elevated and uncultivable tracts of Eastern Oregon will be more valuable for watershed than they have ever been for range. Every farmer will he will flood his cultivated lands, and in tnined, but the occasional adverse season | the aggregate the tracts thus served will be greater by far than those redeemed by wholesale process. One of the good results of irrigation agitation at this time will be to spread the knowledge of irrigation methods and to show to individual owners of small tracts the opportunities for irrigation, which, though now unseen, are really at the door of nearly every Eastern Oregon landowner,

Irrigation projects upon a large scale have been instituted under the Carey law will not abandon the wide range which in Central Oregon-particularly in the region of the Upper Deschutes-some five or six companies being already in that field. efforts upon those things in which they | They have made a claim to several hungate and are planning to "cover" them And much grass is a certain foundation with water to be drawn from the Desmestic animals thrive in all the weathers some of these companies, and in the minds | boats through the obstruction of the known to this country, and its long sea- of many there exists a doubt if their operations will come to anything of any real labors of the stock business. The stock account in the development of the coun- only the resources of the general Governindustry is one in which our working try. Up to this time the Interior Department at Washington has not confirmed the state, and until this is done matters must rest in abeyance. Partisans of the irrigation exploiters are active in their behalf and are prepared, so it is alleged, to demonstrate their preparation for the business they have undertaken. The whole matter is involved in some confu sion and not a little acrimony, and nobody is able to say what the end will be.

Great hopes are founded in many quarters upon the plans of the Government under the irrigation law enacted last year. being widely cultivated, and as the capa- 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 herds. It is found that there is more if a suitable situation can be found for it. profit in feeding the grain product of a 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. What will come out of it is only to be conjectured; possibly a great National work;

possibly nothing at 'all. But whether much or little results from these large projects, the state is certain to make large progress during the next few years through irrigation enterprises pursued on a small and individual scale, Where every hillside may be made to yield water, where small irrigation sites are everywhere, and where every piece of land double or treble its productiveness, there must before long be a great general denor the persistence of the Oregon mists. each season witnesses as a result of it a the easiest grades—is in the nature of The region east of the Cascade Moun- large increase in the productive power of things not to be expected until the pos-

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. Prior to 1897 a very large proportion of the native forest resource of the country had become personally appropriated-that is, much of our forested land was in private hands, But it was for the greater part in small and individual holdings. Milling opera-LOSELY ailled with matters above tions were relatively on a small basic, because, with all our wealth of timber. the supply of logs was uncertain both as to quantity and as to price. Furthermore, the Eastern market for lumber was largely unavailable, owing to the lack of understanding and good faith between the several reliroad companies whose lines had to be used to reach the Eastern centers. It was a situation in which the elements of successful operation were either uncertain or positively at odds. And, as might have been expected, the lumbering industry languished or was pursued only upon a relatively small scale.

Lumbering on a scale at once large and economical-and large operations are essential to economy-is 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-or both. It must build and operate railroads into the forest districts for its supply of raw material. Its first essential, it will be seen, is command of a vast timber supply. No greater business folly could be conceived than the creation of these essential and costly facilities without a basis in the ownership of a timber field sufficient to supply manufacturing operations for a long series of years. The great bar in times past to lumbering operations on a great scale was the infinitely divided ownership of the timber resource on the one hand and on the other the lack of co-ordination among the connecting railroad lines leading to the Eastern markets. Almost for the lifetime of a generation our most immediate, obvious and availresource of a large kind lay rela-Popular interest in irrigation just now tively idle, not so much for the want of capital as for the lack of the spirit which brings together and turns to co-operative action and to profitable account all the available resources of community life and power. And the recent activity in lumbering, while to a considerable extent unquestionably, stimulated by outside conditions, follows the acquisition of our tions of capitalists, and such combinations among railroads as enable a single management to make and maintain rates

No other department of our industry,

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 sources of profit, and, in connection with large capital. This is essentially a proto rot before it is ripe for harvest. the adjacent dry country, the basis of an gressive movement, for it is a movement preliminary to development of lumbering operations on a very large scale. men who are putting great sums into fortoughness of skin and strength of fiber the mountains that has stimulated inter- est lands are of course counting on getting it out with a profit, and the only way to do this is to put the wheels of manufacturing industry and of transportation into motion. That we are upon the eve of a widespread development of the lumbering industry is an assurance of the timber buying operations of the past two years, for it is only by practical lumbering operations that those who have been investtracts; and it has, recently been suggested | ing heavily can get their money back.

RIVER NAVIGATION SYSTEM.

An Immediate Resource and a Powerful Lever in Portland's Hands.

ORTLAND has had and continues to have far more cause for immediate concern about the river channels which connect her with the productive country of the interior basin than with those leading to the sea. The latter, under the influences exerted by a pressing commerce and with the arrangements already made by the City of Portland, will take care of themselves-are in fact already working toward a satisfactory and permanent conclusion. But energy is required to bring about the work through which the injerfor basin is to be freed from the oppression of arbitrary and unnatural agreements between transportation agencies. Already one of the two great barriers to navigation of the Upper Columbia Riverthe Cascade rapids-has been nullified, but there remains to be accomplished a greater work which will open a way for steamdalles. Against this proposal, which calls for a great sum of money, and to which ment are adequate, it is argued that where further to be said that to gain this competitive traffic the railroads invariably charges where the conditions are not competitive, thus giving to shippers a great and tangible advantage in the form of reduced freight rates. That the Columbia River under any possible conditions will in fact carry any great proportion of the traffic of the interior basin is to be doubted. But it is not to be doubted that an open river-available to competitive operations-would exert a powerful influence upon the policy of the railroads operating in the interior basin; that it would in fact break down the system under which the several transportation companies now divide the traffic of the country at rates which permit a considerable proportion of it to go by an unnatural and costly route over the summit of the

Cascade Mountains. It goes without saying that any rate which permits commodities to be transported at a profit to the carrier over a route which in its course lifts a full mile above the terminal levels, 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 coun have a right to demand a freight rate based upon the shortest haul and the most economical route-in other words, the most level route-and this being so, the producers of the interior basin are clearly charged too much. That the system will be changed-that the charge will sible advantage of the Columbia River shall be made available. Clearly, the best hope of the interior basin is the open river; and the instinct which leads its people to urge and continue unceasingly

to urge this work is a sound one. The work accomplished at the Cascades, while only half effective until the further and greater work at The Dalles shall be achieved, demonstrates conclusively the value of operations looking to the extension of river navigation. It is true that the railroad carries many times over the amount of business carried by the steamboat lines which operate between Portland and The Dailes, but business originating or terminating at The Dalles is done at rates influenced by the river competition, and the whole territory tributary to the river system enjoys an advantage which contributes greatly to its prosperity. In effect, the basin of the Lower Columbia and the Willamette Rivers, with access by water to Portland, has by the Government work at the Cascades been extended to include the whole region tributary to the river between the Cascades and The Dalles. Already it means much practically to the immediate country, while its possibilities of advantage are great beyond calculation.

This last feature of the situation is just now being illustrated with interesting emphasis by the construction by a Portland spany of a railroad into the Klickitat Valley, connecting with Portland by means of river navigation. The Klickitat country lies east of The Dalles obstruction, but it is connected with the Colum-bia 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 steambe operating through the Cascades Locks between The Dailes and Portland, Of course, but for the Government work which has made the navigation of the Cascades rapids possible, this enterprise old never have been thought of and the Klickitat Valley would have been left for another indefinite period to pionee devices and to limited conditions.

This Kilckitst enterprise is a thing almost startling in what it suggests to the capital and initiative of Portland. There lies a great though all but unoccupied em pire in Central and Southeastern Oregon which the established railroads have not attempter to enter, preferring to suit their own convenience than to consult the general interests of development and progress. And when in their own time this inland empire shall be tapped, it will be at such points and with such purposes as the professional railroad builders shall consider most advantageous for their own interest. Portland, long and naturally solicitous for this work of development, has been told in so many words that she must wait upon the pleasure of the railroad men; and the assurance of the latter has been based upon their control of the only pass through the Columbia River gate-way. But, if the Klickitat country can be brought to a connection with Port-land by an independent line of railway co-operating with river navigation, why cannot Central and Southeastern Oregon make use of the same facility? The weak point in the railroad monopoly is made clear, for with the river open even so far

country, in Tillamook, in the timber fields be defied. The fact is one of prodigious tion has changed this, for the arrangesignificance; and it is permanently to be so, since connection with the river at once erate in the transcontinental haul is subsolves all difficulties about terminal facil- ject to a single will—the traffic director little ones; but there can be no oppres- is a point of special value in con sion-no swallowing of small fry by whales-where there is a possible connecflon with river navigation, with its free access to the city front of Portland.

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.

BAR AND RIVER CHANNELS.

Conditions sof Portland's Water Highway to the Sea.

HE only questionable circumstances sition 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 situstion, but nobody can deny that there is in it a basis for adverse criticism. In earlier times both the bar and the river channels were matters 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 mere matter of investment artificially '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. That in time it will be complete and that a permanent depth sufficient to any possible demand of commerce will be established, no disinterested person questions. In the meantime, even with the conditions at the bar at their worst, commerce is not suffering. Vessels of ordinary type freely come and go, with no further inconvenience than that involved in waiting upon the tides, railroads and rivers run parallel the traf- and even the larger ships of Pacific comevery day in the year, and to which our the contracts entered into on the part of fic commonly takes the former; and as a merce safely pass the bar at favorable matter of fact this must be admitted to seasons. The record of losses does not be true. But while this is true, it is indicate that the Columbia River bar is a dangerous one. More care is, of necessity, given to the business of navigation at make rates below the level of their the Columbia River entrance than at the entrance to San Francisco Bay or Puget Sound, but this is of itself wholes and its result is seen in the rarity of accidents, either to life or shipping. Such difficulties as have been encoun-

tered in the navigation of the river channels between the Columbia bar and the City of Portland are annoying rather than dangerous. Delays there have been at times, but no ship is ever lost or damaged in these calm waters. Furthermore, Portland has taken upon herself the care of these channels, and under a system of special taxation provides for such work as maintaining at all times, excepting a few weeks each year of the very lowest water, ample shiproom for a distance of approximately 120 miles. A ship channel of sufficient depth to float any ship known commerce is in process of construction; and already the work is sufficiently advanced to relieve any but an adversely nterested mind of the slightest forebod-In brief, the hazards of the Columbig Biver bar and of the channels between Portland and the ocean have been more in the nature of a bugabop than a reallty-a bugabod which has troubled the eral world of commerce far less than the imagination of ambitious commercial

THE RAILROAD COMBINATIONS.

Some of Their Immediate Effects Helpful to Local Interests.

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 nia route. This was, under the circumstances, natural enough. The lines connecting California with the East were owned by the same company, and freight routed that way contributed to its revenues, while freight from Western Oregon ndints routed by way of Portland and the direct line to the East contributed to the adventage of the Union Pacific Company. By the combination of these interests, it became a consideration to divert the Western Oregon business to the shortest and easiest route-and that means the route by way of Portland, instead of the route by way of San Francisco. Today, all Eastern freights originating in Western Oregon go through the Portland gate- | United States Census reports:

COUNTIES.	1850.	1860.	1870.	1880.	1890.	- 1900.
Baker (a) Benton Clackamas	1,879	3,074	2,894 4,584 5,993	4.616 6,403 9,200	6,764 8,650 15,288	15,594 6,706 19,958
Clark (b) Clatscop Columbia Coo8	462	498 532 445	1,255 863 1,644	7,222 2,042 4,834	10,016 5,191 8,874	12,7% 6,237 10,324
Crook (c) Curry Douglas Gillam (d)		293 3,303	504 6,066	1,218	3,244 1,700 11,884 3,800	1,868 14,563 3,201
Grant (e)	Consc		2.251	4,303	5,080	5,948
Harney (e) Jackson (f) Josephila (f)		3,736 1,623	4,778 1,204	8,154 2,485	2,359 11,455 4,878	2,598 18,698 7,517
Klamath (g) Lake (g) Lane Lincoln (n)		4,780	6,426	2,864 9,411	2,444 2,604 15,198	5,106 2,847 19,604 3,577
Jewis (b)	588	6,772	8,717	12,676	15,365	18,600
Malhour (a)	2,749	7,058	9,965	14,576	2,601 72,934	4,300 27,713
Morrow (h)	1,061	4,151 3,625	11,519 4,701	25,208 6,601	4,203 74,884 7,858	1,16 108,16 10,07
Sherman (1)	*****	95	406 2,916	970 9,607	1,792 2,932 13,381	3,47 4,47 19,39
Umpqua (k)		1,250	2,552	6,650	12,044	16,07
Wallowa (1) Wasco (m) Washington	100000000000000000000000000000000000000	1,680 2,801	2,500 4,281	11,120 7,082	8,661 9,183 11,972	5,53 13,48 -14,46
Wheeler (0)	1,519	3,245	5,012	7,947	10,692	13,47
Total	13,294	52,465	90,923	174,768	313,764	417,30

Siven to Douglas in 1882.

Wallows organized from part of Union in 1887.

Parts taken to form Crook in 1882, Gilliam in 1885, and Sherman in 1889,
Organized from Benton in 1882.

Organized from parts of Grant, Crook and Gilliam in 1886.

way as a result of the railroad combina-

Again, in times past it has been difficult to make and maintain agreements between the several reliroad companies as to through rates for Pacific and trans-Pacific freights, for no sooner was an agreement made than one or more of its

OTHER interesting measures of the much of the banking business of the country, including the strongest financial inapability of Lake County.

And what has thus been achieved by buyers are not operating. In the Nehalem the arrogance of the railroad people may ing or lack of good faith. The combina-

ment by which many companies coities. It is the "terminal" club with which of the combine-and once fixed it has the big railroads usually beat the life out of admirable quality of staying fixed. This with immigration rates to the Coast, Again and again rates have been agreed upon by representatives of compor lines, only to be broken whenever the interest or the whim of any one of them chanced to run counter to the terms and conditions of the contract.

Under some principle not easily compre

hensible 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. Immigrants coming here were required to pay local rates if they wished to look about the country, and this fact has been one of special disadvantage; first, it rendered it difficult and costly for the at the six census periods during the par relative to Portland's commercial po- intending settler to examine the country; second, it promoted unsatisfactory settlements too often ending in disgust with the country. But no matter what arguments were presented, it was found practically impossible to secure more favorable terms from the railroads. If one was willing to extend the common-point rate, with stop-over privilege, another would object; and when such an arrangement was once or twice effected temporarily, something soon happened to nul-

lify it and defeat its purpose. Under the combine, the desired arrange ment was immediately put into effect and has been retained, with every indication that it will be permanent, Immigrants now leaving Missouri River points are ticketed via Portland to Ashland, with privilege of stopping at one or twenty intermediate points, at pleasure-that is, they may go through almost to the California line if they wish and look over the country in detail as they go. This means much to the southern part of the state and to the upper parts of the Willamette Valley, which are getting a good share of the incoming population, whereas, under the old rule, they rarely saw an immigrant; and it should further be added that with the through line in its own hands the combine has adopted a most liberal policy looking to promotion of the interests of the country through immigration. The Harriman combination maintains an immigration office at Chicago and by means of regularly employed agents drums up immigration business species of enterprise impracticable under

the old system. Oregon has not given her voice for railroad combination; in too many ways her interests are menaced by it. The general sentiment of the state is instinctively against it, for it is felt that the powers which hold it are too great for the permanent safety of the country. But at the same time it must be confessed that at some points it serves the immediate interest of the country better than the old system.

GROWTH IN POPULATION.

Its Distribution Through the Past Half-Century.

population has been relatively slowthat is, the progress of the country has city emerged from the village they not been comparable with the growth of the regions nearer the center of the United States. This has been due to the geographical facts of our situation. We have been too far away from the sources of population. People coming westward have found it easier and cheaper to settle in Kansas, Nebraska and Minnesota shipping interest of Portland and the gen- than to come on to the Coast. Many, too, have dreaded the absolute separation from old connections involved in distance. And for a long period-before the connecting lines of railroad were built-the tourney was extremely difficult, and in most cases practically an impossibility, on the score of cost.

Oregon has been slow of growth with W HATEVER may be the ultimate 1883, and there were special reasons why suffers in depressed seasons, and while, since the days of the railroad, a great months the movement has been more rapid than at any time in the history of the country. The transcontinental railroads have been making commendable efforts to advertise the country and bring in new population, and very great things have come out of it. Within the 90 days made last Spring, a total of about 22,000 homeseckers came into the two States of sand persons each month. The general gon is shown in the following statement, covering by decades the period since 1850. The figures have been compiled from the

/814 1,859 643 462	3,074 3,496 498 532 445	2,804 4,584 5,993 1,255 863	4.616 6,403 9,200 7,222	6,764 8,650 15,233	15,594 6,796 19,958
462	532	863		10.016	******
	1444444	1,644	2,042 4,834	5,191 8,874	12,765 6,237 10,324
	3,303	504 6,066	1,218	3,244 1,700 11,864 3,900	1,868 14,565 3,201
	*****	2.251	4,303	5,080	5,948 2,698
	3,736 1,623	4,778 1,204	8,154 2,485	11,455 4,878	18,698
	4,780	6,426	2,804 9,411	2,604 15,198	5,106 2,847 19,604
558	6,772	8,717	12,676	15,365	18,603
2.749	7,058	9,965	14,576	22,934	4,302 27,713
1.061	4,151 3,625	11,519	25,208 6,601	74,894	1,161 108,167 10,075
	95	406 2,916	970 9,607	2,932 13,381	8,477 4,471 19,398
	1,250	2,652	6,650	12,044	16,670
2.601	1,680 2,801	2,500 4,281	11,120 7,082	9,183 11,972	13,481 -14,467 2,443
1,519	3,245	5,012	7,947	10,692	13,470
13,294	52,460	90,923	174,768	313,764	417,306
ss2 nd Wa nt in I nine si te in I n 1885.	sco in : 889. nce 1880 1882.				
and the state of t	558 994 1,661 1,661 1,519 274 er in 1886.	3,736 1,623 4,789 558 994 6,772 2,749 1,068 4,151 1,461 3,625 95 1,259 1,259 1,259 1,519 3,245 2,662 2,991 1,519 3,245 3,245 12,665 er in 1887.	2.251 3.736 4.778 1.622 1.304 4.780 6.425 558 4.772 8.717 2.740 1.668 9.965 1.661 2.625 4.701 95 406 96 1.250 2.562 1.250 2.562 2.602 2.501 4.281 1.519 3.245 5.012 1.519 3.245 5.012 1.519 3.245 5.012 2.601 1.887. 882 d Wasco in 1885. t in 1889, ine sance 1880, e in 1889, 1882.	2.251 4.303 3.735 4.778 8.154 1.623 1.304 2.485 2.804 4.780 6.426 9.411 555 994 6.772 8.717 12.676 2.740 7.668 9.965 14.575 1.661 3.625 4.701 6.601 1.661 3.625 4.701 6.601 1.250 2.538 9.677 1.250 2.552 6.650 2.662 2.801 4.281 7.662 1.519 3.245 6.012 7.947 1.251 1.882. 2 d Wasco in 1885. 2 in 1887. 882 d Wasco in 1885. 2 in 1882. 11882.	2.251 4.303 5.080 2.253 4.778 8.154 11.455 1.623 1.304 2.485 4.878 2.864 2.604 4.780 6.426 9.411 15.188 2.740 7.668 9.965 14.576 2.904 4.151 11.519 25.203 74.864 1.661 2.625 4.701 6.601 7.538 1.250 2.532 6.650 12.338 1.250 2.652 6.650 12.044 2.662 2.801 4.281 7.662 13.381 1.250 2.652 6.650 12.044 2.662 2.801 4.281 7.662 13.381 1.250 2.652 7.947 19.892 1.519 2.265 90.923 174.765 313.764 er in 1887. 882 d Wasco in 1885. t in 1882. 1885.

MEASURES OF PROGRESS. Growth of the State Illustrated by

Agricultural Statistics.

they were more in detail and more sys- things and quite independent of the finantematic in method; but with their many cial and personal strength of the city deficiencies they are still all we have. The why Portland should have and hold the the official reports for a long series of Northwest. It is that Portland sits at years. They are not presented as an ex- a point easily and naturally accessible position of the industrial conditions of the from all parts of the country. There is country-only as indicating the proportions and periods of its internal industrial tributary to the cities of Puget Sound forth the relative values of farm property by decades during the fifty years begin- tricts which lie convenient to San Fr

	Value of in plements and machiner	Value of
1850	I 183,423	\$ 1,876,199
1880	952.313	5,946,255
1870	1.203.717	6,828,675
1590	2.956,173	13,808,392 22,648,830
1890	4.559,770	22,648,830
1909	6,506,725	33,917,048
The following	ng table indic	entes the num-

YEAR	Horses and mules.	Working oxen	Mileh cows	Other	Swine	Sheep
1850 1870 1870 1880 1800	37,763 54,282 46,845 155,113	2444 4172 3144	52,170 48,335 59,549 114,156	93,492 69,431 352,561 463,343	268,259	56,063

novement of the state is afforded by the following statement (compiled from the National census reports) of farm valuations from 1850 to 1900, inclusive: Farm valuations— Farm Lands, fences

20	1750 \$ 4,905,152 \$ 2,545,140
и	1860 22,009,161 15,200,693
r/	1870
	1880 73,673,140 56,908,575
1	1890 143,024,800 115,819,200
	1880 78,673,140 56,908,575 1890 143,024,800 115,819,200 1900 172,761,287 122,337,514
8	The number and valuation of farms in
	Oregon in toot is reported by the National
Ų	
Э	census as follows:
Į,	No. of farms 35,827
2	With houses 34,976
ĸ.	Acreage 10,071,388
8	Acreage improved 3,328,308
	Value farm property
	Land and implements, except
	brildings 113.137,820
	Value of buildings 19,199,694
	Value implements and machinery 6,506,725
1	Value of livestock 33,917,048

ORGANIZATION OF TRADE

Its Energies and Its Men. ROM the beginnings of organized commercial operations in the Pacific North-Portland has not been pre-eminently the

land there was established here a body figure, strong in character and business experience and in established credit in They were not mere transient adventurers, but men who had come literally to HE growth of the Pacific States in grow up with the country. All at first any other point. were general retail dealers, but as the drifted into specialties and from special- to be the headquarters of every enterties into consolidations devoted to the prise to which the country as a whole wholesale exploitation of particular branches of mercantile trade. Before the business, far and away the greatest of all pioneer era was past the trade of Port- our secondary enterprises, is carried on land had become a complete and very at a score or more points. Its agents strong organism, with every essential line are in every district which yields wheat represented and supported by experience, and its mills are almost as numerous personal force and abundant capital and Portland, at Dayton, at Walla Walls, at with a credit in the great markets which | Seattle, at Tacoma and at many other has never yet been impaired.

From the beginning the mercantile organization of Portland has been a strong from the Columbia River gateway. one, and broadly speaking the strong men of the community have been merchants. forded by the creamery business. Local Circumstances have combined to stimu- creameries are now established everylate the mercantile spirit of the com- where in the country. There are 50 in the rest of the Coast. Her first direct munity; and to this day its tone, tem- the little coast district about Tillamook line of ralicoad was not in operation until per and ambitions reflect the mercantile Bay and double that number in other spirit. Even the social habit of the city parts of the state. And their general effects of the recent combination of it at first contributed more largely to illustrates this fact. The clubs of Port- center is at Portland-and for two rearailroad interests, it is fair to say that in populate the State of Washington than land are essentially associations of mersome ways up to the present time they Oregon. The westward movement always chants, and wherever citizens are gath- lead to Portland; second, it is only in ered together there, in four cases out of Portland that general agencies of distrifive, the talk is that of business men. So body of new population has come into the positive is the business spirit of the city limited in their capability of buying to country, there have been times, as in that it has not developed among its own the local consumptive demand. At Port-1893-4-5, when there was almost no im- sons the material for its own professional land this local demand is greater than migrant movement. Within the past 18 equipment, Its lawyers and doctors have elsewhere and when it is supplied there sprung largely from the rural popula-tion of the country or have come into the which seeks its supplies in the Portland country as immigrants from the East.

> Whatever of general criticism may be urged against Portland, nothing can be energy. Rival cities have at some other development and progress of the but nobody has even pretended to rival in the amount of capital employed and are just now, for example, develop has made every other condition subordinate.

Today the trade organization of Portland is not second in its capital, its personal strength or its general power to for no interpretation. It justifies every that of any other city of equal popula- hope that his been placed on the future It is complete in that it covers the whole in proportion as the Pacific Northwest field of mercantile activity and strong in advances materially so will the fortunes that every line is well backed and soundly established in the field of our general sible divorce of the interests of the activities. Portland sells more commodities in the State of Washington than are sold in the aggregate by the three Washington cities; she sells more to Idaho than not change. Of course, Portland's accuto a very considerable extent, her opera-tions extend to Aleska, British Columof trade calling for very great capital—
notably the dry goods trade—Fortland has must always control the general business tions entitles them to standing among the large mercantile organizations of the country. In half a century Portland has accu-

mulated a great capital. Her rich men are many-so many that she is said to have more millionaires than any other community of equal numbers in the United States. And much of this great accumulation is of late years going into what may be called outside ventures. It is pardly possible to go anywhere in the States of Oregon, Washington or Idaho without encountering traces of Portland capital and enterprise. Portland is very actively engaged in developing the mining resources of Southern and Eastern Oregon; Portland capital is at work in the orchards of Josephine County and in the creameries of Tillamook; Portland capital is building a railroad into the Klickttat Valley in Washington: Portland capital is establishing irrigation works in various parts of Eastern Oregon; Portland capital is back of the trade of many parts of Eastern Washing-

figures following have been worked out of mercantile supremacy of the Pacific a limited district which is immediately development. The following table sets another little district which is accessible to Spokane, there are other little discisco; but Portland is convenient to them all. As it is the one point in the country where the products of all the c try can be most easily and cheaply massed, so it is the point which by all the country can be most easily and cheaply reached. The business strength of Portland, both

actual and relative, increases year by year. Of late years she has begun to supplement her purely mercantile operations with home manufacture, and while this movement is not intrinsically a great one it is worth attention as a beginning and as illustrating a tendency of important significance. In the close con titions of modern trade it is oftentimes essential that there should be a close atliance between the forces of manufacture and the forces of distribution. Nowhere is this better understood than in Portland; and the practice of the larger merchants of the city is turning it to a resource for the employment of surplus

There is every reason to believe that the great prestige which Portland has so long enjoyed as a wholesale center will be permanently retained. She has today every condition and advantage for trade that she ever had. Every step in the progress of the country is a fresh enlargement of the field of her opporvaluations and buildings. tunity. Her energy and her capital are dependable resources and there is no sign of failure of her leadership of strong business men.

NATURAL PRODUCTIVE CENTER.

Why Portland Is and Must Remain Business Headquarters of Oregon.

ORTLAND is the place accessible to the ships of commerce where the productions of the Pacific Northwest can be most easy and cheaply massed. This statement summarizes the geographical advantages of the city and explains its continued leadership of the business and commerce of the country. A glance at the map will show why this is so. Portland Strong in Its Traditions, Its Capital, lies at the extreme north end of the Williamette Valley-at the point where the river becomes deep enough for commercial uses. Portland lies, too, at the point where the only level route leading from west there has never been a time when the great Columbia River Basin approaches navigable water. The me business capital of the country. Before of the Willamette and the Columbia Rivthere were a thousand people in Port- ers at tidewater is in effect the junction of the two great valley systems of the of business men of which Hon. H. W. Northwest. There is no productive re-Corbett is a surviving representative gion which has not or may not have a level road into Portland; and this is true of no other city in the Northwest. Portthe Eastern cities from which they came, land iles, too, in the general geographical center of the country, nearer in miles to more sections of productive country than

These considerations make it plain why Portland has always been and continues stands related. For example, the milling places. But its headquarters is Portland and its product goes for the most part smaller and more local example is afsons. First, all lines of transportation bution are to be found. Other points are

These instances illustrate a fact of the widest significance-a fact which is bound said in disparagement of her mercantile to be reflected in every phase of the for which a special immigrant rate was points claimed superiority above Portland, Every advance in any line of industry calling for a general headquarters either Portland as a center of trade, for in this for its supply or for the marketing of Oregon and Washington, and the move- department she has stood so far ahead its product must contribute something to ment continues at a rate of several thou- of all other cities as to outdo them all the business activities of Portland. We growth of population in the State of Ore- in the volume of transactions. How a great business in the line of animal much of the general pre-eminence of products. Our supply of the raw ma-Portland has been due to her mercantile terials for packing-house operations is activity it is not possible to estimate expanding so rapidly that there must soon with any approach to accuracy, but there be established new facilities on a very can be no question that it has been the great scale. The matter has been much backbone of her life, the condition which discussed in all its phases and as a result there is but one opinion, namely, that Portland is the only possible point for such an establishment.

market.

The significance of this situation calls tion in the country or of any country, of the city; it makes it certain that just of Portland advance. There is no posand of the country, for their mutual dependence is no accident but a consequence of natural conditions which are sold by the cities of that state; and mulated capital is a large factor in the present activities which mark the operations of the city; but that capital is of bia and Montana. In some large lines itself a local product. It has grown out of the conditions which still exist and which the only houses whose scale of opera- and commercial operations of the country.

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. During the past year 25,000 people have come to gon to make their homes. From every county in the state reports are received to the effect that the transfers of real estate are more numerous and the values involved are greater than they have eve been before. While the price of land has not yet undergone a very marked advance, real estate is active and values will in

General Freight and Passenger Agent W. E. Coman, of the Southern Pacific Company, says that he considers either farm or city property in Oregon as the safest investment a man could make at the present time. He feels certain that there will be a very material advance in the market value of real property in this state in the next two or three years.

Irrigation was the foundation of the wealth of Egypt. It will also make Eastern Oregon one of the most prosperous sections of the United States.