

of this great gift of nature, and among his plans for the development of this region was one for the establishment of great manufacturing enterprises at Oregon City. He caused a complete survey to be made, by Paul Meescher, a competent engineer, who spent three months studying the falls at Minneapolis before beginning the work. The survey was most thorough and complete, and the results have been embodied in a huge chart, which represents an expenditure of \$4,000.00. From these surveys it appears that the falls at Oregon City have a fall of forty-one feet, and possess forty per cent. more power at low water than those at Minneapolis, and one hundred per cent. more at high water. Incredible as this may seem, when the great manufacturing interests of Minneapolis are considered, it is none the less an actual fact, and indicates, in conjunction with its more favorable location, that all which has been done at Minneapolis can be repeated at Oregon City. All the mills of that city could be run here the entire season, without resorting to the aid of steam, as is done there in periods of low water. This great water power is nearly all owned by the Willamette Transportation and Locks Co., which was originally organized to secure transportation around the falls for river steamers. The canal and locks, on the west bank, as shown in one of the small engravings on the same page as the large view of the falls, were completed in December, 1872, at a cost of \$475,000.00. The state aided the enterprise to the extent of \$200,000.00 in bonds. The inner canal is seventy-five feet wide and twelve hundred and fifteen feet long, above which are four lift locks of ten feet each, forty by two hundred and fifteen feet in size. Above these is a guard lock of same size as the others, and then one outer canal one hundred and fifty feet wide and one thousand and thirty-five long, leading to navigable water above the falls. The locks have been in constant use since that time, and have been an important factor in the transportation system of the valley. The stock was acquired by the Villard interest, but upon the retirement of Mr. Villard and the rupture of the harmonious relations existing between the various companies under his management, his plans for the utilization of the falls and locks fell to the ground. This was the condition of affairs until about a year ago, when several of the energetic business men of Oregon City and Portland, notably Mr. E. L. Eastham, of the former place, began the work of consolidating the conflicting interests. After considerable negotiation, these gentlemen not only secured control of the company, but acquired all the interests of the O. R. & N. Co., the Transcontinental Co., and the state, thus freeing the property from all complications. The property of the Willamette Transportation & Locks Co. now consists of two hundred acres of land, suitable for the site of factories. About ten acres are on the east side, and include the large warehouse and the basin, built in former years for the purpose of transferring freight from connecting steamers, as well as to conduct water for power purposes to the mills below. The remainder is on the west side, and embraces all the land on both sides of the canal. In fact, the company owns all the desirable land for manufacturing purposes, and all the available water power, except that already utilized by the mills now there. In addition to this, the company owns a strip of land lying along the river, both above and below the falls, a distance of two and one-half miles, and extending back from one-half to three-fourths of a mile, making a total area of nine hundred acres of land. The officers are E. L.