

naturally turns to the manufacture of flour. Here can be concentrated the wheat of a vast empire, already producing thirty million bushels annually, and capable of producing double that amount in a few years. Here are unlimited water power and land free, the former for ten years and the latter forever. Here is a shipping port so near at hand that flour may be conveyed to it for twenty-five cents per ton. It would be difficult to conceive of a more favorable set of conditions for the milling business on a large scale. An enterprise of this nature should embrace a transportation scheme of its own, and should be of so large a nature as to be self-dependent. Such a mill as this would make from three thousand to five thousand barrels of flour per day. The relative saving of expense by manufacturing on a large scale is too well understood to require argument. As to other points in favor of shipping our product in the form of flour, they are well known to millers and shippers. There is, in the first place, the saving of five cents per bushel on grain sacks; also a saving of one-third of the freight, since the refuse of the wheat amounts to that much, and when ground in England only equals the value of its own freight. There are, besides, the multitude of associated benefits which flow from the conversion of raw materials into manufactured products, such as increase in population and wealth, the creation of a home market for a great diversity of products, and not only the retention at home of the money otherwise sent abroad, but the bringing here of that necessary to purchase the products of our own labor. This is by far the best location for a large paper mill on the Pacific coast. Straw can be had in abundance; wood pulp is easily and cheaply obtained; the conditions of economical manufacture are unequalled, and the shipping facilities are all that are to

be desired. Representatives of the largest two mills in California have examined the situation, and express themselves as strongly impressed with the advantages offered. It is needless to enumerate the various industries which might find lodgment here. It is sufficient to say that free ground upon which to build, free power for ten years, facilities for receipt and shipment of freight unsurpassed, all combine to make Oregon City the most advantageous point for manufacturing on the coast. With but few exceptions, whatever can be manufactured profitably in the West can be produced at Oregon City to better advantage than at any other point.

Oregon City is, in its true sense, the oldest town in Oregon. To be sure, settlements were made at other points at an earlier date, such as that of the Pacific Fur Co., at Astoria, and the Methodist mission, near Salem, but here was made the first genuine effort to found a city; and it was natural that the pioneers, as their eyes rested upon these falls, whose beauty and power appealed strongly to their love for nature's works, and their inborn instinct to make practical use of everything, should decide that at this point would spring up a city. A town was laid out, which was for a number of years the leading one in Oregon. It was the first capital of the territory, and continued as such until the seat of government was moved to Salem, as the result of a political quarrel between the members of the supreme court. It is unnecessary to trace the history of the city through the forty-three years of its existence, except to say that it has been one of slow, but constant, progress. Interest now centers on its present condition and its prospects for the future. What a bright pathway is opening up before it has already been pointed out. The large increase in population, trade and the value of property, which is a