

and transferred, by stage or wagon, to its final destination direct, or to other steamers above the obstructions. As the base of great freighting traffic, The Dalles became, next to Portland, the most important business point in Oregon. It was the center of trade. Long lines of freight wagons and pack animals left it daily for the interior. Every winter the city was thronged with miners, who freely spent the proceeds of their summer's toil. Money was plentiful, business brisk, and the city grew in size and population, rapidly assuming the substantial aspect lent by brick and mortar.

This period was followed by one of comparative quiet. Other routes of travel to the mines were opened up, and business at this point declined rapidly. But it was only a lull, for as soon as the grain producing qualities of the rolling, bunch grass hills of Eastern Oregon and Washington were discovered, that region began to be settled rapidly, and again an enormous traffic sprang up at The Dalles, increasing yearly, as wheat and flour became articles of export in ever enlarging quantities. Here, until the railroad was built, were hauled the thousands of tons of goods sent to the fast growing towns of the interior, and here, also, were handled the thousands of tons of wheat and flour sent out of the "Inland Empire" for shipment abroad.

The next business "boom" came in 1880, when the construction of the railroad along the south bank of the Columbia was begun by the O. R. & N. Co. For nearly three years this was the depot of supplies for this work, in which thousands of men were employed, and millions of dollars spent. Business became greatly inflated, so that the reaction which came upon the completion of the road, when the workmen were discharged and the great current of money

ceased to flow in from the railroad, was a severe blow, though but a temporary one. During all this period, and continuing till the present time, the agricultural lands of Wasco county were being settled upon by an industrious class of people, who began cultivating them, as well as engaging in the sheep and cattle business. The center of trade is The Dalles, and this local traffic, increasing largely with each passing year, soon began again to supply the business, based on a permanent and substantial foundation, which was lost with the completion of the railroad. The population of the county increased rapidly, and with it the local trade of the stores, while the shipments of products, both by river and rail, has reached enormous proportions. During the first ten and one-half months of 1887, one hundred carloads of sheep and horses have been shipped to Chicago, and three hundred carloads of sheep and cattle have been shipped to Portland, Seattle and Victoria. Ninety thousand pounds of sheep pelts and hides have been shipped to Portland and San Francisco, four million five hundred thousand pounds of wool to Portland, San Francisco and Boston, and three million pounds (fifty thousand bushels) of wheat to Portland and San Francisco. Before the close of the year all these items, especially wool and wheat, will be largely increased, as the warehouses are filled almost to bursting with them. During the season, fifty thousand watermelons and cantaloupes were shipped. There were received about twenty-five thousand tons of merchandise, chiefly from Portland and San Francisco, though much of it came from the East direct, by the Union Pacific and Northern Pacific, both of which pass through The Dalles over the line of the O. R. & N. Co.

This traffic means much more to The Dalles than did the kind formerly en-