

THE LEWISTON COUNTRY

A New Golconda—Land of the Golden Fleece—A "Granary of the World"—The Greatest Forest of Pine.

HAD Marco Polo known and told of the Lewiston country the plain truth, his tale would have been declared more impossible than all he did relate of the fabled Orient. When Governor McGraw, of Washington, in 1854 said of that state, in effect, that it "possessed coal and iron to rival Pennsylvania; more timber than Michigan, Maine or Wisconsin; more gold than California; more silver than Colorado; unmeasured riches in copper, iron, lead and marble; that her four is as good as the best, and is beginning to feed the millions of Asia; that her fruits command any market they seek," his words were thought by many well-informed men to be largely unobtainable. Such is the case of nearly every one who knows and dares to write of the vast wealth of the Pacific Northwest—a region so rich, so vast, so fertile, so varied in resources, so adapted to the needs of the energy and ability of the modern man, that it almost seems as if it had been kept a terra incognita through all the past, by its All-Well-Maker, as a special heritage for these late generations, now gathering place for the Anglo-Saxons in the westward march of industrial conquest. Rich as is all of this "far Northwest," I claim for the lesser Lewiston Country only less than McGraw claimed for Washington. It is a territory richer in wheat than the Dakotas; as rich in livestock as the best of Colorado; richer in timber than Michigan in her prairie days; as rich in fruits and copper as Montana; rich in lead; rich in lime, marble and granite; rich in water power now beginning to be harnessed. In its midst, at Lewiston-Clarkston, is growing a city of commerce, a city of manufacturing, a center of business, a center of the center of one of the richest portions, if not the very richest portion of Uncle Sam's domain. What single state of the western half is so rich in resources? What two states, or what group of contiguous states east of the Missouri River possess such varied resources in so vast quantities? Let me state that the Lewiston country can justify claim.

Wealth and People. The Lewiston country (also known as the Clearwater country), embraces about 15,000,000 acres, including the northwestern corner of Oregon; Asotin County, Washington; Nez Perce, Latah and Idaho Counties and part of Shoshone County, Idaho. It is drained by the Snake, Clearwater and Salmon Rivers and their tributaries, navigating a total of 10,000 miles of waterway to the sea, excepting only the Dalles-Celilo rapids, and a few insignificant boulder obstructions; but of this latter, the Lewiston country has no share. The Lewiston country is rapidly in development, even with railroads reaching only a twentieth part of it, that it has set two of the greatest railroad companies in the world to work, and that the Clearwater controversy perhaps become the immediate cause of the attempted organization of the greatest railroad corporation of the world, intended to combine under one control the Great Northern, the Northern Pacific and the Burlington systems—whose purpose as to the Lewiston country is to combine the Clearwater and all the inland Empire, these great rivers will defeat if the people are equal to the opportunity.

Greatest of White Pine Forests. The population of the Lewiston country now numbers about 75,000 persons, scattered over some 24,000 square miles of fertile wheat lands, evergreen forests, grassy cattle ranges, rich in timber, and fruitful valleys—a territory easily capable of supporting several millions of people in comfort and prosperity. The agricultural wealth of this territory is of immense importance. Its grain belt is estimated to comprise 2,200,000 acres. Its capacity of production of cereals for export is conservatively estimated at 900,000 bushels annually. About 100,000 acres of this land were fenced, but only 375,000 acres cultivated, during the year 1900, including 25,000 acres in cultivated grasses and all classes of hay lands. There are 1,500,000 acres, classed as first quality of grain lands, which were still uncultivated. The yield of cereals for 1900 was estimated at 5,000,000 bushels of wheat, 1,100,000 bushels of oats and barley, and 284,000 bushels of flax, a total of 6,840,000 bushels. The estimates for the railroads place the increase for 1901 at 30 per cent, and the flax crop at 800,000 bushels—a total of nearly 10,000,000 bushels, and this is an increase from less than 1,000,000 bushels in 1885. The Clearwater branch of the Northern Pacific Railroad, less than 100 miles in length, is stated by railroad men to have carried for 2000 cars of grain during the past year the demand for transportation was so great that a veritable "car famine" has existed, and only perishable commodities have received uniformly prompt handling. Yet probably not more than a third of the tillable area is yet under full cultivation.

Gold, Copper, Silver. Space does not suffice for a description of the mining interests and prospects of this great territory. An adequate account of all the precious metals in the history of old Lewiston is bound in a cloudy volume with rare tales of treasure trove in the troubled period of the '60s, when the fierce glow of civil war made strife for gold seem trivial. Yet in those days the hunt for the yellow metal made a tented town of 10,000 earnest, fearless men at Lewiston, at the head of navigation on the Snake, only a few miles from the former one-Winter camping ground of the Lewis and Clark exploring expedition. And the 10,000 in tents were a constant reminder that they were a few brief years from the placer bars of Florence and Pierce and Dixie are said to have yielded \$50,000,000 to \$80,000,000, and probably more than \$80,000,000, perhaps \$90,000,000, in the clean-up. As soon as the camps were practically deserted for many years. In the last half of the past decade with the improvement in processes for extracting gold from quartz, the hitherto discarded gold-quartz veins began to receive attention and development, until now there are producing mines in all of the districts possessing transportation facilities sufficient to permit of the profitable marketing of the product. The mining interests of this region, 20, 25, 30 and 150 miles to the east, south and southeast of Lewiston, include the famous Burdalo Hump and Florence districts, the rich and fine prospects of Pierce City, of Elk City, Warrens, of Newsum, of South Fork, Imnaha, Pittsburg Landing, the Seven Devils country, and far up the Salmon River. In extent and superficial values this district is claimed to exceed any other mineral belt in the United States. It includes gold, silver, copper, lead, also coal, marble, fine granite, limestone, asbestos, quartz, opals, etc. There are now some 7500 mineral locations with a legal status upon the official records. Every one of these locations records the fact that mineral has been found in place. The universal opinion of experts is that these prospects, while they cover a vast area, present an average surface value greater than the average of any other district in America. There are as yet comparatively few shipping mines, for the simple reason of lack of adequate means of transportation. With the settlement of the railroad war and the proper extension of rail lines into or near the various mining camps, it is easy to predict great development works as a consequence. Thus far only the iron-milling ore has been worked on a commercial basis. Even these have been obliged to overcome great difficulties and heavy expenses in transportation of machinery and supplies.

And Coal Also. In common with all of the Coast, an urgent need of this interior country has been cheap fuel. Our soft wood is good timber, but poor fuel. Coal, even soft coal, costs \$5 to \$8 per ton near the railroads. This want now promises to be supplied by newly discovered coal measures. Good evidence of a coal vein of very great extent has been revealed within the year. The "blowout" of this vein has been traced across the whole plateau from the Bitter Root Mountains to the Blue Mountains, a distance of over 100 miles. On the Grand Ronde River it has been fairly well demonstrated that coal exists in large quantities and in merchantable quality. A vein has been exposed that shows a breast at one point 30 feet in thickness. In quantity it is in the same class as the Roynon and Blacksmiths near the coal fields have used it for years, and claim a preference for it for forge purposes. This outcrop is 20 miles from the mouth of the Grand Ronde, and a railroad 20 to 35 miles long would take the coal to steamboats on Snake River.

A Rapid Development. So much for the resources in grain, livestock, fruits, timber and mining. Now what of the people and their work? In 1899 the census gave Nez Perce and Idaho 2847 people, about half of them Indians. There was no perceptible increase until the opening of the Indian reservation in November, 1895. In the following year irrigation works for 1750 persons in Asotin County, contiguous to Lewiston, were completed. The latter county in 1899 boasted only 1800 people. In June, 1900, Uncle Sam's Nez Perce Indians, in the Nez Perce, a gain of 300 per cent, as against a gain of 88 per cent for the State of Idaho. To Asotin they credited 2300, a gain of 125 per cent. In the same period Idaho County, in which is the enterprising town of Grangeville, grew from 295 to 3111, a gain of 20 per cent. These extraordinary gains

Transportation Conditions. In spite of road rivalries, wars and truces, the railroads eventually go after

WATER LEVEL GRADE TO PORTLAND. Advantage of the Metropolis as the Shipping Center of the Northwest.

WHEN a carload of wheat is put on the O. R. & N. tracks anywhere in the inland Empire it has a down grade to tidewater at Portland. When a carload of wheat is put on the Northern Pacific tracks in the inland Empire, it must be hoisted over mountains to reach tidewater at Puget Sound. In the matter of mileage, the difference is enough to define clearly the advantage of the O. R. & N. Co., its distance from Lewiston, the focal point for business in the Clearwater Basin, to Portland being but 355 miles, while by the Northern Pacific the distance from Lewiston to Tacoma is 547 miles. This makes the route to Portland 192 miles shorter than the route to Tacoma. This is not so because Lewiston is much farther from Tacoma in a straight line, but because the physical character of the country compels a crooked course for a railroad between those points, whereas between Lewiston and Portland the route is fairly straight.

Even more notable than the difference in mileage is the difference between the two routes in the matter of grades. Leaving Lewiston, which is 647 feet above the sea, the Northern Pacific track passes up a canyon on a 3 per cent grade, and at the divide between the Polatch and the Palouse reaches an altitude of 2700 feet, a sheer rise of more than 2000 feet in about 40 miles. Then the descent to the Palouse country is made, and in the next 40 miles the track gets down to a point only 858 feet above the sea. Pulling out of that depression, an altitude of about 1900 feet is attained at Marshall Junction, near Spokane, that being the point where the Palouse branch joins the main line of the road. Then another down grade is struck, extending 145 miles to Pasco, which is but 388 feet above the sea. There a climb of 176 miles is begun, ending in Stampede tunnel at an elevation of 2848 feet. A sharp descent of 78 miles on the west side of the range takes the road to tidewater at Tacoma. Thus a total of more than a mile in altitude must be overcome in going from Lewiston, Idaho, at an elevation of 647 feet, to the Tacoma wheat warehouses, 20 feet above the sea. The total descent is 6185 feet, which, of course, must be overcome in making the return trip. This takes into calculation only the great grades, there being a multitude of smaller ones and a large amount of curvature on the Palouse branch. The curvature has the same effect as grades in practical operation, a certain degree of curve on a level offering the same resistance as a certain per cent of grade.

The O. R. & N. from Lewiston to Portland makes quite a different showing. The railroad halts at Riparia, on Snake River, a distance of 78 miles below Lewiston, which is covered by steamboats. But this company has a line surveyed up the north bank of the Snake to Lewiston and a good deal of work has been done upon it. The O. R. & N. route from Lewiston to Portland is down hill all the way. Of course, there are some slight irregularities, but the greatest grade on the entire line does not exceed 25 feet to the mile, which is too trifling to be considered. The curvature is by no means excessive, and it is so arranged that the sharpest curves are set on a grade that overcomes the resistance they would otherwise offer. This is possible on a route that is a descending grade; it is not practicable on any considerable extent on such a route as that of the Northern Pacific, filled with high hills. By far the greater amount of traffic moves toward tidewater, so it is considered important to build track that will favor trains moving out rather than those moving to the interior.

In population are due to various causes, chiefly to the opening of settlement of the Nez Perce Indian reservation and to mining development, as above indicated; also to the completion to Lewiston in 1898 of the Northern Pacific Railroad. The history of old Lewiston is bound in a cloudy volume with rare tales of treasure trove in the troubled period of the '60s, when the fierce glow of civil war made strife for gold seem trivial. Yet in those days the hunt for the yellow metal made a tented town of 10,000 earnest, fearless men at Lewiston, at the head of navigation on the Snake, only a few miles from the former one-Winter camping ground of the Lewis and Clark exploring expedition. And the 10,000 in tents were a constant reminder that they were a few brief years from the placer bars of Florence and Pierce and Dixie are said to have yielded \$50,000,000 to \$80,000,000, and probably more than \$80,000,000, perhaps \$90,000,000, in the clean-up. As soon as the camps were practically deserted for many years. In the last half of the past decade with the improvement in processes for extracting gold from quartz, the hitherto discarded gold-quartz veins began to receive attention and development, until now there are producing mines in all of the districts possessing transportation facilities sufficient to permit of the profitable marketing of the product. The mining interests of this region, 20, 25, 30 and 150 miles to the east, south and southeast of Lewiston, include the famous Burdalo Hump and Florence districts, the rich and fine prospects of Pierce City, of Elk City, Warrens, of Newsum, of South Fork, Imnaha, Pittsburg Landing, the Seven Devils country, and far up the Salmon River. In extent and superficial values this district is claimed to exceed any other mineral belt in the United States. It includes gold, silver, copper, lead, also coal, marble, fine granite, limestone, asbestos, quartz, opals, etc. There are now some 7500 mineral locations with a legal status upon the official records. Every one of these locations records the fact that mineral has been found in place. The universal opinion of experts is that these prospects, while they cover a vast area, present an average surface value greater than the average of any other district in America. There are as yet comparatively few shipping mines, for the simple reason of lack of adequate means of transportation. With the settlement of the railroad war and the proper extension of rail lines into or near the various mining camps, it is easy to predict great development works as a consequence. Thus far only the iron-milling ore has been worked on a commercial basis. Even these have been obliged to overcome great difficulties and heavy expenses in transportation of machinery and supplies.

river basin—all alike demand the opening to navigation of the Columbia and Snake Rivers. The one and only great obstacle is the Dalles-Celilo rapids, and their conquest may best be accomplished by the construction of the proposed canal at a cost of only \$4,000,000—a trifle, a bagatelle, in comparison with the benefits to be derived. Less than \$500,000 additional will do the trick to open up rich country as the sun shines upon it, to the energies of millions of Americans. Let me repeat in part what I wrote for the Portland Telegram last June:

"Our wheat is all hauled to the ocean ports by two railroads; by one over mountain grades, with an average haul on the grades of 30 carloads to the locomotive, and a distance of 250 to 300 miles; by the other, the haul is only 100 to 200 miles, by easy water grades, permitting through trains of 65 carloads to the locomotive. Freight rates are equal on the two railroads only because the natural water route is blocked by The Dalles-Celilo rapids. The wall of rocks in the Columbia gorge, supported by the indifference of Uncle Sam, forces the wheatgrowers to pay from 10 1/2 cents per bushel for the 200-mile haul up to 17 1/2 cents for the 30-mile haul down. Compare with this the rate of less than 1 cent per bushel per 100 miles on the Mississippi River to the mouth of the Mississippi Valley railroads. But did any one know of a railroad which was in competition with the Mississippi waterway? This man gave me a history of great depression because of these low freight rates, thus regulated by the open waterway."

"Had similar low rates prevailed between the inland Empire and Pacific Ocean ports by reason of an open river, this interior country would probably have been developed long ago. The mountain railroads would have been equally prosperous and free from bankruptcy. This is the opinion of wiser students of transportation problems."

"Should 10-mile walls of rocks near Celilo be pierced by a \$4,000,000 canal, and the wheat rate be reduced thereby only 2 cents per bushel, the saving upon the average yearly grain crop would pay the entire cost of the canal in five years. There is no question but that the graingrowers of these plateaus would be glad to see the canal built, and would as a banker to the enterprise. In other words, they would cheerfully stand a sufficient amount of the canal to reimburse its cost within a reasonable period, likewise as to all other heavy commodities."

"It should be understood that no one claims that all of the grain would go by water route. It is probably not more than a fourth of it, if so much as that, but the open river would regulate rates to a reasonable figure throughout the Columbia River Basin."

"As noted in the case of Mississippi Valley transportation, the railroads could always command more than double the water rate. It is a well-known principle, demonstrated over and over again in cases of railroads along water routes, that the fact of low freight rates on heavy commodities which will stand the slow time of water transportation, so develops the country that the railroad earnings on quick and light traffic soon more than offset any loss by reason of low rates on the heavy commodities."

"Here are already 600,000 people—bold, energetic Americans. The natural resources are so great, and are becoming so better known, that it is estimated, from the East will add, it is estimated, 50,000 to the population. A movement of the people hither is now under way, only comparable with that to the Mississippi Basin generation ago. Here in the inland Empire is ample room and employment in developing nature's stores of bread, lumber and treasure for millions of energetic workers. President Oakes, of the Northern Pacific Railway Company, once told me that every new settler in Washington was worth 500 a year to the company. He should be worth as much to the owners of a navigable waterway; that is, to the community. If so, then only 10,000 new settlers attracted to the Columbia Basin each year for five years by open-river conditions would equal the value of the canal by the time it may be completed."

"An expenditure of \$4,000,000 will then open to the world an empire, indeed—an empire of agricultural, mineral, manufacturing and commercial wealth only second to the Mississippi Valley. The Lewiston country will then occupy its proper position as the manufacturing and distributing town at the head of navigation. Spokane will remain the metropolis of the inland Empire. Walla Walla will be the city of the plains. Portland? Portland may become, if she will only push with all her better strength the demand for The Dalles-Celilo canal—she will become the entrepot for all this vast empire of industry, the New Orleans, the New York, the Liverpool, for the inland Empire."

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of Lewiston, before the Idaho State Medical Society, some years ago. The doctor informs me that later experience serves only to confirm the facts therein stated. "The mean annual temperature has been 52.5 degrees. The mean rainfall has been 14.58 inches, and during a residence of 19 years in this place I have seen but one case of phthisis that I could not trace to infection. I found absence of malarial fever, and continued nothing new observation soon after my arrival in Lewiston, and continued under my care most of the time until death, which occurred nine years later. This man gave me a history of malaria which induced him to leave Oregon for Idaho. He had lost his wife from consumption two years earlier (I mention this fact as a possible cause of pulmonary disease). The patient's malarial fever of right lung on first examination, however, was not of the ordinary phenomena attending the later stages of pulmonary disease. Dr. Kelly, who has lived in this place for 31 years, tells me he can recall but three cases not imported. Dr. Morris, who has lived here 18 years, cannot recall a case of phthisis. With reference to imported cases, having notes of but two cases, the first a prostitute far advanced with syphilis, who died in 18 months, when he quit pulmonary hemorrhages, carried her off within three months; the second case, a late Justice of the Supreme Court of this state, came out from New York City on the recommendation of Professor Loomis for his health, after trying Florida in vain. I examined him soon after his arrival and found unmistakable evidence of tubercular infection. He gained in weight for a time and apparently improved in health until he reached a point where he seemed to neither gain or lose. This continued for 18 months, when he visited his old home in Virginia during a vacation, where he grew rapidly worse. He then returned to this place, where he died soon after of tubercular invasion of the brain. "Bronchial asthma is practically unknown in this locality, having never seen a case during my residence in Lewiston, though frequently seeing persons with former history of asthma. "The mortality from pneumonia, including all varieties and all ages, is about 1/2 per cent. The malarial fever, which is a disease here lies in the fact that nearly all the cases occurring in adults take place during the months of May and June. I find at 183 feet above sea level, the barometric fluctuations which are not infrequently 40 degrees in 24 hours, and it would lead me to think that these extreme variations play a prominent part as a causative factor. "That the comparative immunity of this place from pulmonary disease must be largely due to climatic conditions I think

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