LIVESTOCK AND WOOL

Clip for the Year Exceeds 20,000,000 Pounds—Industry Yields $9,000,000 in Twelve Months.

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Value of sheep, horses and cattle	$31,000,000
Sales of stock, 1902	6,500,000
Sales of wool, 1902	2,500,000

OREGON is essentially a land of big things. Her forests of timber are the greatest on earth, and naturally the exporters ship larger cargoes of lumber than are sent out from any other port in the known world. The wealth of grain which annually pours down to tidewater from the vast plains and valleys lying east of the Cascade Mountains enables Portland to ship cargoes of wheat and flour that are the wonder of the commercial world, but of all the big things that serve to attract the attention of the world to the Webfoot State, nothing is more striking than her immense stock interests. Sheep, horses and cattle now roaming the ranges or feeding in the pens and stalls of Oregon ranches would, if placed in a continuous line, the head of one animal touching the tail of another, reach from Portland to New York, and 400 miles beyond, and the value of these vast herds at a low estimate is $31,000,000.

The sales of livestock and wool from these big herds during the years 1902 added nearly $9,000,000 to the wealth of the state, in spite of the fact that the sales of sheep were nearly 250,000 head less than in the year previous. Wool and livestock in a measure go hand in hand, although the intense hostility between the sheepmen and the cattlemen is such that they are seldom found in that brotherly attitude. This great industry, for, on account of the large numbers of sheep that must be marketed each year, stock and wool interests must be grouped, today represents more collateral that can on short notice be turned into money than is represented by any other single industry in the state. The enormous sales noted above have been fully equalized by the natural increase of the herds, for in some lines, notably hogs and blooded cattle, the increase for the year just closed has been greater than ever. Cattle lead in value and sheep in number, but by including the wool with the sheep the latter were the means of bringing more money into the state last year than was received from the cattle.

The wool clip for the year was one of the heaviest on record, exceeding 20,000,000 pounds, and as the price averaged well up above 12½ cents, the industry is in a highly prosperous state. This prosperity, induced by the high prices of wool, perhaps accounts for the smaller number of sheep shipped East than in the previous year. Eastern buyers seemed to have the impression that the ranges of Oregon were overcrowded, and that they could secure the surplus from the flocks at their own figure, but in this they were mistaken, for the sheepmen are carrying over a larger number than usual, and by reason of the good prices for wool, probably cleared more out of the business as a whole than they would have cleared had they sold the usual number of sheep. Cattle are not confined to any particular section of the state, although of course the bulk of the shipments come from the vast herds east of the Cascade Mountains. At the same time the steer is of universal value to settlers in the more remote regions along the coast. No finer beef stock ever comes on the market than that which is driven out over the trails from Nehalem and other districts not yet reached by a good wagon road, much less a railroad. In these districts the business of raising cattle becomes profitable long before it is possible to make money out of dairying, wheatgrowing or other lines of agricultural industry.

The rapid increase in diversified farming in the Willamette Valley and in the number of inclosed wheat farms east of the Cascade Mountains has wrought a change in the system of stock ranching, and yearly the individual bands are becoming smaller, and the number of men engaged in the business on a more moderate scale is increasing. Experience is proving that in many cases there is more profit in a given space of time in fattening one steer on a small ranch than there is in turning off four animals from an extensive but overgrazed range. The day of the long-horned, slabsided scrub steer is over, just as is the day of the cayuse, and the ranges of Oregon contain some of the best-bred animals that are to be found anywhere in the country. It was demonstrated many years ago that the cost of producing a scrub steer was fully as great as the cost of producing a high-grade animal, and as there was a vast difference in the financial returns on the two grades, the Oregon ranchmen soon began breeding the best.

The same change of system has taken place among the dairying herds of the Willamette Valley, and as much care is exercised in securing the best grades for milk and butter as is shown by the Eastern Oregon cattlemen in securing the best grades for beef. The mild Winters and early Springs make Oregon an ideal place for breeding and early development of young stock, and for this reason many growers have for years made a specialty of turning off their young stock as soon as it was old enough to hustle, thus permitting stockmen in less-favored states to make a profit on the transaction by running the stock over into some of the hardier climates of the states lying farther east. Two and three-year-olds were favored stock for the buyers of Montana and Colorado and the Dakotas, and so much of the stock of this age had been sold out of the state to be finished off for market that the 1900 census returns showed over 320,000 cows and heifers over 2 years old and 168,500 calves, while there were but 110,000 2 and 3-year-olds in the state. The growth of population along the coast has materially increased the demand for beef, and there is a growing tendency, especially among the small cattlemen, to show a preference for the local markets. A great many trainloads of canned and pickled beef annually come West from Chicago, and it is not improbable that a good percentage of the manufactured beef products which find their way to the Coast and on through our ports to the ever-widening markets beyond the Pacific are made from Oregon steers. Eventually the freight on the raw material to the East and the manufactured product back to the West will be saved by the establishment of a large beef-packing establishment in or near this city. As previously stated, the reign of the cattle baron, with his immense herds roaming a thousand hills, is about over, but there is still room in the state for an enormous expansion of the industry on smaller lines, and the profits as a whole will be much greater than they now are. The sales for 1902 were about 200,000 head, valued at nearly $4,000,000. The number on hand in the state at the close of the season was about 900,000 head, valued at $18,000,000.

The horse as a wealth-producer in the state is hardly entitled to second place among the animals, sheep having more money to their credit for the annual output, but as the horse and the steer were here a long time before the sheep came, they are both mentioned first. There is something in the pure air and water of Oregon which combines with the rich grasses to give Oregon-bred horses a sturdy constitution and staying qualities that have made them famous all over the United States. There are many theories as to the ancestry of the Oregon cayuse, but the one generally accepted is that they were originally brought into the country by the early Spanish settlers several hundred years ago. The late Thomas Raymond, owner of Klamath, the greatest horse ever bred in Oregon, or in fact west of the Rocky Mountains, in an interesting article on this matter advanced the opinion that royal blood flowed in the veins of the much-maligned Oregon cayuse, and that his ancestors a few hundred years back were Arabian bluebloods.

Whether or not this is true, the race never lost any prowess by finding a home in Oregon, for the climate and feed has improved and changed horses that were bred in the purple. The cayuse, which was here when the early settlers came, possessed qualities which, mated with good blood imported from select breeding farms in Europe and the East, has won him a recognized place in the horse markets of the country. The Oregon brand on a horse, whether he be a thoroughbred runner, a high-grade harness horse or a good weight cavalry animal, insures a good price, and is a guarantee that the animal is all right. In the early days of the industry the Oregon range horses were marketed about as they were found on the range, the introduction of improved blood being on only a moderate scale, and the animals being driven to the markets of the East and sold at comparatively low prices as compared with the stock having a better pedigree behind it. There was good blood for a foundation for fine animals for all purposes, and in due season high-grade stallions were brought into the country, and the result has been a gradual improvement in Oregon horses, and the elimination of the old range horse, which has outlived his usefulness.

The horse-canning establishment at Linnton was the means of relieving the ranges of several thousand of these animals, and practically everything that was left after the abattoir buyers got through was gooo stock, or stock that was good enough to command a price above the value as meat, glue stock, etc. For the past year, the principal demand for horses has been for Government use, and for heavy draft animals, and high prices are paid for either kind, with a steady and increasing demand for all that can be turned off the ranges. The sales for 1902 were somewhat smaller than those of the previous year, when the British, German and American Governments all had men in the field buying horses for shipment across the ocean, but in the aggregate the sales for the year were about $250,000, and there are still held in the state 300,000 horses, worth at the lowest estimate $4,500,000.

The year 1902 witnessed very good prices for wool, but poor prices for sheep. The latter did not run down to the beggarly figure reached in some of the poor years of the industry, but prices were not sufficiently high to induce a very free selling movement, and the Spring of 1903 will find more sheep on the ranges than ever before in the history of the business. No country on earth is better adapted to sheep-raising than Oregon, and the industry has made more rich men in this state than any other line of agricultural enterprise. In the early days of the industry the sheepmen were continually importing bucks for the purpose of improving the grade of the sheep, and so successful were they that now Oregon bucks are famous the world over, and instead of the sheepmen of this state being obliged to import stock, they are shipping the surplus bucks from their own flocks all over the United States, and even to Europe. The steady encroachment of the agriculturists on the grazing grounds is tending to reduce the size of the bands in Eastern Oregon, but there is also an increasing tendency among the big sheepmen to purchase outright sufficient pasture to make them independent of the settlers. That the business will eventually drift around to a point where there will be no more pasturing on Government land is practically a certainty, and when that time comes the wars of the cattlemen and the sheepmen will end.

The largest bands of sheep are kept in remote districts in Southeastern Oregon, and the industry, or that of cattle-raising, is about the only business open for the settlers of those isolated regions until a railroad gives them communication with the outside world. The sheep, like the steer, can be made to carry his own carcass to market, and he can also be driven in to the railroad terminus at Shaniko or some other shearing point for the purpose of having his fleece removed. Even if the fleece is taken off at a point far removed from the railroad station, where the wool must eventually be delivered, the wagon trains coming out for provisions can haul an amount which in dollars and cents makes a very favorable showing, one at least which could not be duplicated by any other product that could be produced at such a remote distance from the market.

Within the past year or two there has been quite an increase in the number of sheep in the Willamette Valley. This is partly on account of the improvement in the price of wool and partly because of the excellent demand for Spring lambs in the larger cities and towns along the Coast. Another feature of the wool business in the Valley is the increase in the number of Angora goats. Last year there were nearly 125,000 of these animals in the Valley, and the output of mohair was over 500,000 pounds. It is not alone as wool-bearers that these goats are valuable, however, but for clearing the stubble from land recently cleared they are very useful.

The value of the wool and mohair sold in the state in 1902 was nearly $3,000,000, and at least $1,500,000 more was received for sheep sold to go out of the state.

The hog, when compared with the steer and the horse, is a decidedly new thing in the stock business in Oregon; in fact, it is only within the past two or three years that there has been enough pork produced in the state to make any kind of a showing in our markets, and for years we have been importing pork products from the East at the rate of over a carload a day. Low-priced wheat is partially responsible for the impetus given the hog business, for the Willamette Valley farmers have learned by experience that there is a wider margin of profit in feeding wheat at 60 to 65 cents per bushel than there is in selling it at that figure. Some Yamhill County farmers have placed the value of wheat for feed, with hogs at present prices, at 75 cents per bushel, and in Benton County one experimenter secured as high as 90 cents per bushel for wheat fed to hogs. Under such circumstances it is not to be wondered at that there has been a big increase in the number of hogs in the state. While the largest droves in the state are to be found in the Willamette Valley, there is also a decided interest taken in the business among the wheat-growers east of the mountains. By any method yet tried for handling wheat, where it suddenly ripens, it is impossible to avoid some loss by shattering, and the hog is the scavenger that will pick up all of the wheat thus lost and convert it into pork, worth 6½ cents per pound, on foot. All over the state these new arrivals in the Oregon animal world can be seen in the stubble, rooting around and picking up food that has been left by the reaper.

In spite of the liberal increase in the number of hogs in the state, the field is still open, for the output is inadequate to the demand, and it will be many years before it can possibly catch up with the demand. The value of the hogs marketed in Oregon during the year 1902 is estimated by C. J. Millis, livestock agent of the O. R. & N. Co., and a very conservative authority, at $1,250,000, and the value of those still on hand January 1 is about $1,250,000. It will thus be seen that the actual value of the hogs, sheep, horses and cattle now in the State of Oregon is in excess of $31,000,000, and that the stock industry last year distributed nearly $10,000,000 in the state. This is a remarkable showing, especially in a state that has so many other rich resources on which to rely, and it is a high tribute to the wonderful possibilities of the grandest state in the Union.

Why live in a land subject to excessive heat and cold when you can live cheaper in Oregon, where there are no extremes?

FINE PROSPECTS OF COAL

Promising Discovery in Morrow County—Outlook in the Nehalem Country.

FORESTS of Oregon are becoming too valuable to make cheap fuel, though they are yet abundant, and the refuse from their manufacture goes a long way toward supplying the fuel needs of the state. The fact that good coal is found in various sections of the state, almost every county having its outcroppings of lignitic strata, and several of them having bituminous measures, presents the fuel question as one that ought to be easily answered. In only one county, however, is coal mined to any extent—Coos—where coal has been produced for the past 40 years. Practically all that coal goes to the San Francisco market, where it finds ready sale. San Francisco men own the Coos County coal mines. For several years past the production has not been large, owing to the fact that a large amount of preliminary work was in progress for opening new galleries and extensions. This preparatory work has now been finished and the way opened for a very heavy output the coming year.

In the territory immediately tributary to Portland numerous coal prospects have been opened. Some of these yield coal that not only shows a favorable chemical analysis but produces satisfactory results in actual tests under the boilers. Remoteness from transportation lines and lack of capital and technical knowledge operate to delay development of most of these properties. But the pressure for coal is unceasing, and considerable progress has been made in the past year toward opening mines for practical operation.

Few discoveries of promising seams have been made in the past 12 months—not nearly so many as in 1901—but more has been done toward getting mines in working condition. Two new railroad projects to tap the coal of the Nehalem Valley have been organized. On the north side of the Columbia, near Stella, commendable progress has been made in a mine owned by people of The Dalles, who have incorporated a railroad with the object in view of transporting coal from the mine to the Columbia River, where the construction of bunkers is planned. That coal has been tested under the boilers of river steamers and found to give satisfactory service. The seams are thick enough to be mined economically, about six feet, and the company expresses confidence in its ability to put the coal on the Portland market before the end of this year. This is likely to transform the fuel situation here, reducing the cost of supplying ocean steamships and making it possible to operate large smelting works in this city. Of course, there will be no difficulty about using it for ordinary steaming purposes under stationary boilers or for domestic consumption.

Coal measures of unusual promise have been opened in the hills south of Heppner, in Morrow County. For years, it is said, blacksmiths of that locality dug the coal needed for their forges, but the outcropping seams were not of sufficient thickness to warrant mining operations. In 1901 a thick outcrop was discovered in the ridge that divides Willow Creek Slope from the Valley of the John Day. The coal was analyzed and tested, with most satisfactory results. For some months past a force of workmen has been employed in opening up the measures for examination, and an extension of the railroad from Heppner is among the probabilities of the present year.

This coal is of undoubted quality, it is comparatively easy of access, and there is every evidence that the field is extensive. It is known as the Blue Mountain coal field, the outcropping having been discovered in a spur of that irregular mountain range. There is excellent promise that the coming year will introduce to the eager Portland market an adequate coal supply from the Blue Mountains and from the Stella mine.

Of the many other coal prospects in country adjacent to Portland, two seem to require mention here. One is in Lewis County, Washington, where anthracite coal has been discovered, and quite extensive arrangements made for pushing developing operations on a large scale. This is in a rough country, and the problem of transportation will require some time for its solution, but no insurmountable features are presented. The other notable prospect is at the mouth of the Grand Ronde River, in the northeastern corner of the state. Coal of excellent quality and in great quantity has been exposed there, one seam being not less than 20 feet in thickness. But there is no railroad near and the country is very rough, so it is not likely that a producing mine will be opened there soon. It is possible that the navigation of the Snake River may be so improved to that point that coal from the Grand Ronde will be sent down the river on barges to supply fuel for an extensive country in Eastern Washington that is practically treeless.

Cheap and adequate coal supply will make Portland a great manufacturing and commercial city. It has been proved that the coal exists in the adjacent country. It is now only a question of development.

LIFE IS WORTH LIVING.

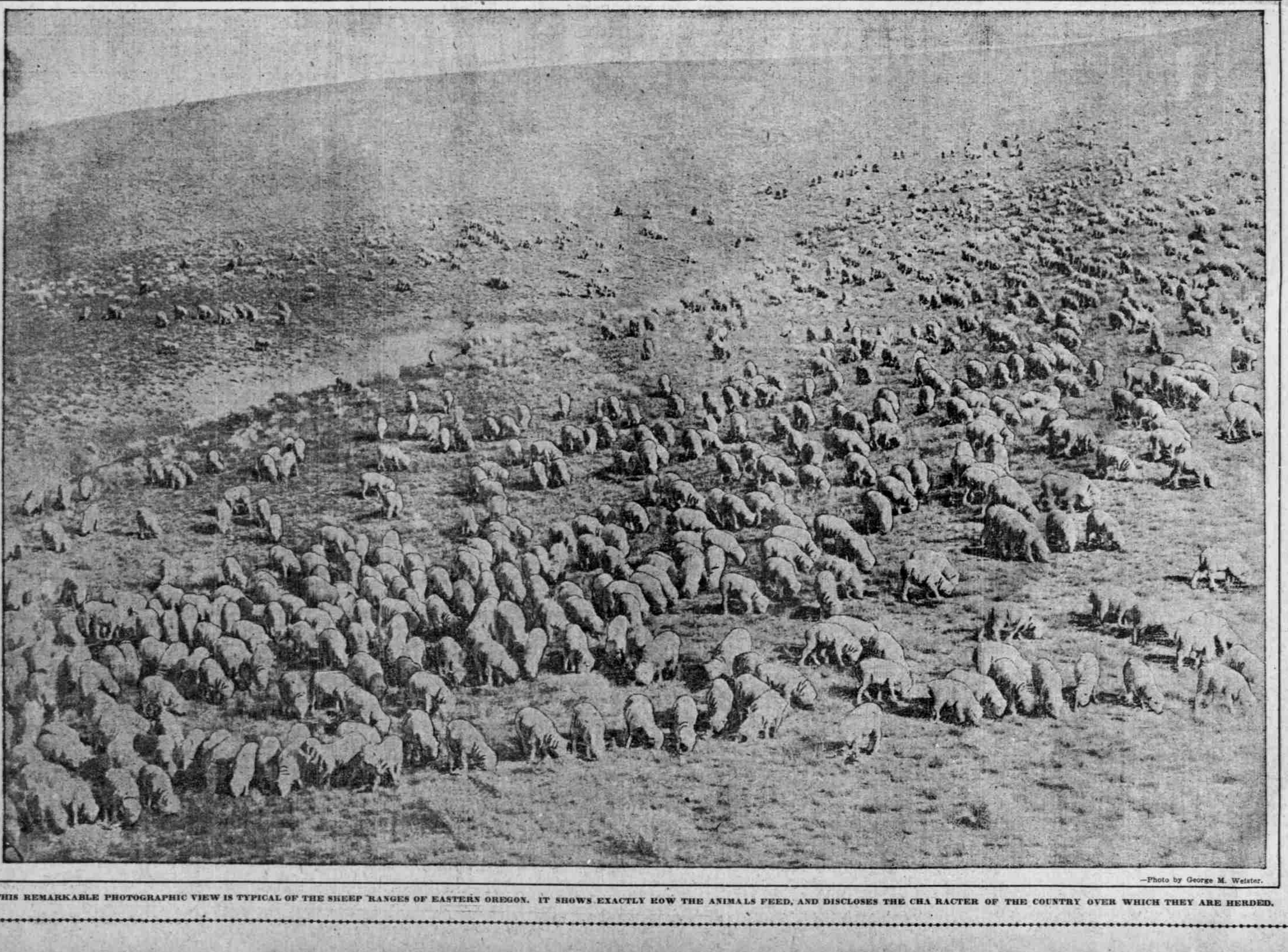
Oregon Is Where It Can Be Happily Spent.

Every part of Oregon is near enough to the Coast or the mountains so that every person can afford a brief outing. The climatic conditions are such that one may live in a tent and "camp out" in true outing fashion. These trips which the people of Oregon take are not only seasons of great enjoyment, but the pure air of the ocean or mountain heights renews vitality and saves many a doctor bill. Few sections of the United States are favored as Oregon is in this respect. Life is worth the living in Oregon.

Great Flour Cargoes.

No other city on earth has cleared so many big flour cargoes as has Portland. Ten of the cargoes shipped from Portland in the last three years averaged 51,350 barrels each, and some aggregated 54,000 barrels.

PART OF A BAND OF MANY THOUSAND SHEEP, FEEDING ON AN EASTERN OREGON RANGE



—Photo by George M. Weister.

THIS REMARKABLE PHOTOGRAPHIC VIEW IS TYPICAL OF THE SHEEP RANGES OF EASTERN OREGON. IT SHOWS EXACTLY HOW THE ANIMALS FEED, AND DISCLOSES THE CHARACTER OF THE COUNTRY OVER WHICH THEY ARE HERDED.