

The DEVELOPMENT, PROGRESS and SPIRIT of OREGON.



like those of Milwaukee, faded away when a settlement was made at the point now known as Portland, at once accessible to ships, to traffic in boats from up the Columbia River and by the wagons of the pioneer farmers.

From the day when Portland first got its start until now there has never been any question as to its status as the center of traffic and trade in the Northwest country. Steamboat navigation succeeded navigation by the canoe and the "whale-boat," and it confirmed the standing of Portland. The railroad came after the steamboat, and it in turn confirmed as it enlarged the commercial power of Portland. Its lines followed naturally the routes of the earlier agencies of transportation, for these had chosen the water-courses and the passes through the mountains. It is possible, of course, to build and operate railroads across mountain summits, but it is never done except under circumstances of extreme necessity, and railroads so built and operated must always work at a disadvantage compared with roads with lower and level grades.

Examine carefully any map of the States of Oregon and Washington and you cannot fail to be struck by the fact that Portland is approachable from every productive section by a practically level route. From all points in the Willamette Valley it is easy going all the way to Portland: from the wide basin of the Lower Columbia River the road to Portland is a water level; from almost any point in the great interior basin of the Columbia and Snake Rivers the road to Portland is an unbroken level. The gorge through which the Columbia River finds its way past Portland's door to the sea is the one break in the great wall of the Cascade Mountains between British Columbia and California. This, with respect to the transportation of the interior basin, is a fact of tremendous significance. The law of nature which makes water run down hill applies with dominating force to the heavy transportation of a productive country. Freight traffic will follow the line of least resistance—it will take the down-hill track. With this principle in mind, turn to the topographical map and, tracing up-stream from Portland the lines of water-courses, discover for yourself the ramifications of commercial Oregon—the territory which is marked out by conditions of nature which no art can change, as tributary to the common center of Portland.

Any and all efforts to direct the traffic of any part of this territory into other courses and to other centers must run counter to the law of gravity, and while they may appear to be successful, they must in the end—when competition presses—fail. Again and again it has proved to be so during the commercial career of Portland. Even now, that part of the traffic of the interior basin of the Columbia River which passes out to the seaboard over the crest of the Cascade Mountains, costs more than that which follows the line of water level down the Columbia River, through the Cascade Gorge and by the gateway of Portland. An excessive freight rate maintained by arbitrary arrangement between the trans-

portation agencies operating in the country alone makes division of the traffic impossible. The opening of the Columbia River to unbroken navigation through its whole course must in the very nature of things establish conditions which will make all such arbitrary and unnatural arrangements impossible. It is unthinkable that the people of the great interior basin will go on forever paying a freight rate by which its products may be hauled with profit over an unnatural and unnecessarily costly route. Even under the arrangement now in force between the railroads, the vast bulk of the traffic of the interior basin is carried to the seaboard by the route of the Columbia River, and in time it must practically all come that way. This is the judgment of common sense—likewise it is the declared opinion of every practical transportation man, from Henry Villard to James J. Hill.

MOVEMENTS IN POPULATION.

Relations of the Willamette Valley to the Newer Regions.

There are some conditions in Oregon which follow naturally from the history and circumstances of the country but which to general and outside observation appear anomalous. Take, for example, the Willamette Valley, whose development, while intrinsically large, has been slow in comparison with that of the newer countries of Eastern Oregon and Washington and of Southern Idaho. Why is it, every thoughtful stranger is likely to ask, that this relatively long-settled and rich country, with its better equipped farms, its churches and schools and social conditions, should be in a material sense not much further ahead than the country north and west of the Blue Mountains, the Palouse country, the Valley of the Yakima and several other newer districts? On the surface there appears to be no adequate reason for it, and yet the explanation is simple. The Willamette Valley was the first district of the Pacific Northwest to be occupied by white men and it had come to a very considerable development before any movement was made toward occupation of other parts of the country. Many of the early comers were stockmen—dependent upon the range—and when the pastures of the Willamette were closed by fences, as they were very generally by the early "frits," they "trekked" off to newer fields. The discovery of gold in the late "forties" drew off another large section of the early Willamette settlers. It was through this movement from the Willamette Valley that Eastern Oregon and Washington got their first start in the way of population. Go today into Umatilla County, Baker County, Crook County, the Walla Walla country, the Klickitat country, to Tillamook, to Klamath Lake—anywhere, east, south, north or west—and you will find that the earliest settlers came from the Willamette Valley. For many years this movement continued; the newer districts, being closely connected with the Valley by ties of fam-

ily and acquaintance, made continual drafts upon the parent stock. Again, the growth of Portland drew largely from the population of the Valley. The temperance of the pioneer people was of a sort to develop in the second generation a taste for professional life and the demonstration of this tendency is found in the fact that a very large proportion of the professional men of the city have been drawn from the Willamette Valley. There never has been a time when many among the foremost men in the professional life of the city have not been men of up-the-Valley birth or tradition. The Willamette Valley has thus been in a sense the fountain head of our Northwest population, and from it as a common source, every part of the country has made drafts. As the Valley came into a considerable development earlier than the other parts of the country, its available public lands were soon exhausted, therefore those who came looking for free homes found it necessary to search further, and so passed on to newer districts where Uncle Sam still was able to provide every comer with a farm. Railroads were built into many of the newer districts almost as soon as into the Willamette Valley, giving immigrants the choice of taking up free land or of buying lands already improved in the Willamette Valley; and in many districts, notably in the Umatilla and Palouse, settlement was facilitated by the fact that the country was treeless, while in the Valley it was necessary after buying a farm to devote much labor to clearing and preparing it for the plow.

Of course, there has always been among newcomers a minority preferring to buy improved places and ready to pay for the advantages of an established civilization, and from this class the population of the Valley has steadily been recruited; but the movement has been slow when compared with the rush into districts like that of the Palouse, where the immigrant had only to establish his camp while he put in a crop on the ready soil, desiring to the time between planting and harvest the making of such shelter for his family as serves in a new country. It is only within the last few years that conditions of the country as a whole have been equalized; that the price of Willamette Valley lands has not been in striking and unfavorable contrast with values in the newer districts. The period of hard times, which followed the collapse of 1893, served to bring down the prices of Valley lands from the artificial basis to which they had been advanced by the generally inflated ideas of the boom times to something like real value, and the stress through which the country passed tended to the break-up of the large and largely unworked holdings which had been the fashion of the country from pioneer times. Today, the Valley, in its current growth, compares favorably with those districts which for many years encroached all the incoming movement, while the Valley appeared to be almost standing still in its development. A point has been reached in the general development of the country where the special attractions of the Valley count for more than ever before, and where they are not null-

ified by the existence of new and available districts in which good lands may be had for the taking.

TRANSPORTATION PROGRESS.

Many Sections of the State Still Waiting for Railroads.

The development and progress of Oregon owes much, of course, to the railroad systems which operate in the country and connect with the world in general; but at the same time Oregon has gained less relatively through its railroads than almost any other American state. In the first place the railroads were long in coming, and when they did come it was by routes long served by navigation, and they tended in their effects to confirm and enlarge established conditions rather than to create new ones. No revolution was made anywhere in Oregon by the iron horse; it wrought no radical change in the domestic conditions excepting insofar as it substituted one form of carriage for another. It did not, as in the adjoining State of Washington, recast and make anew the conditions of life and business.

There were, of course, reasons for all this, the main reason being the situation of Portland, the chief city of Oregon, at the junction of the two great valley systems of the country—the Columbia and the Willamette. In a flat country, railroads may wander at the will of their builders, as is everywhere illustrated in the level states of the Mississippi Valley; but in a mountainous country they must, if they are to be built and operated economically, hug the lines of the water-courses. It happens curiously that the great lines of river-way run around rather than through much of the State of Oregon. The Willamette River, to be sure, runs through the Valley which takes its name, and is paralleled by one of our more important lines of railroad, but the great river courses of the Snake and Columbia east of the Cascade Mountains run along the north and east boundaries of Oregon, nowhere cutting through the heart of the country, which everywhere lies high. The railroads follow these river-way-routes served by navigation long before the day of railroads—and so fell in their western march to open up much in the way of new territory. In the adjoining State of Washington, on the other hand, the railroads, in order to reach the centers of population, were compelled to cut across country, and thus to open up and give transportation to regions previously little populated. In Washington, the great interior lies lower than the interior of Oregon, and it was crossed 20 years ago by the road which connects the Puget Sound country with the East. Central Washington, therefore, while no richer naturally than Central Oregon, and destined in the long run to no greater development, is from 15 to 20 years in advance of the last-named country, which is only just now being opened up by special railroad movements. If, like the Valley of the Yakima, the Valley of

the Deschutes and the Valley of the John Day River had lain in the path of the transcontinental railroads, they would not today be pioneer country still waiting for the development which their intrinsic merits are bound to win in time.

The same is true of the country of Southeastern Oregon. Here is a district larger than the State of Ohio and intrinsically scarcely less rich in the native elements which under population and industry go to the making of wealth; but with all its potentialities and its geographical proximity to the chief markets of the Coast—it lies midway between Portland and San Francisco—there is not a pound of railroad iron in it. To this day it knows no means of transportation excepting the saddle pony, the stage coach and the freight wagon. The industries here, because that it lay far north of the line of the Central Pacific Railroad, far west of the Oregon Short Line and far south of the Northern Pacific and the Oregon, Snake & Navigation roads. Bridge in between high mountains, it has simply waited for a railroad. Population has come to it, but only in limited numbers, and to day it remains what it was forty years ago—a pioneer country.

Instances might be multiplied to illustrate the truth that one-half of the productive area of Oregon lies unoccupied and practically unproductive, waiting upon that essential of commercial progress, transportation. There is the Tillamook country, south of the Columbia River, which has only such transportation service as the sea affords, subject to the hindrances and hazards of a shallow bar, oftentimes in winter impassable for vessels for weeks together. There is the whole region of the ocean coast, from the Columbia River to the California line, practically undeveloped, and for the lack of regular transportation. There is the Klickitat country, just now being opened by Portland initiative and capital. There is not to go far from home—the Valley of the Upper Lewis River and the Valley of the Nehalem, and the Bridgeport district in Clackamas County—all pioneer country to this day, waiting upon the time when, with the coming of transportation, the productive industry to which they are so admirably adapted will be established.

These instances are recited to make plain the statement that railroads have as yet done relatively little for Oregon. Many among its best productive fields remain almost unoccupied and comparatively speaking undeveloped. No American state affords so many and such inviting opportunities for railroad enterprise. Portland, a city of merchants, has been slow to enter upon enterprises foreign to its business habit and genius; but a start has been made in railroad building which promises to accomplish that for which we have waited too long upon the enterprise of professional railroad operators. The Columbia Southern, elsewhere described in this paper, is strictly a home enterprise, conceived by Portland men and to a considerable extent created by Portland capital. The electric lines by which it is proposed to bring Western



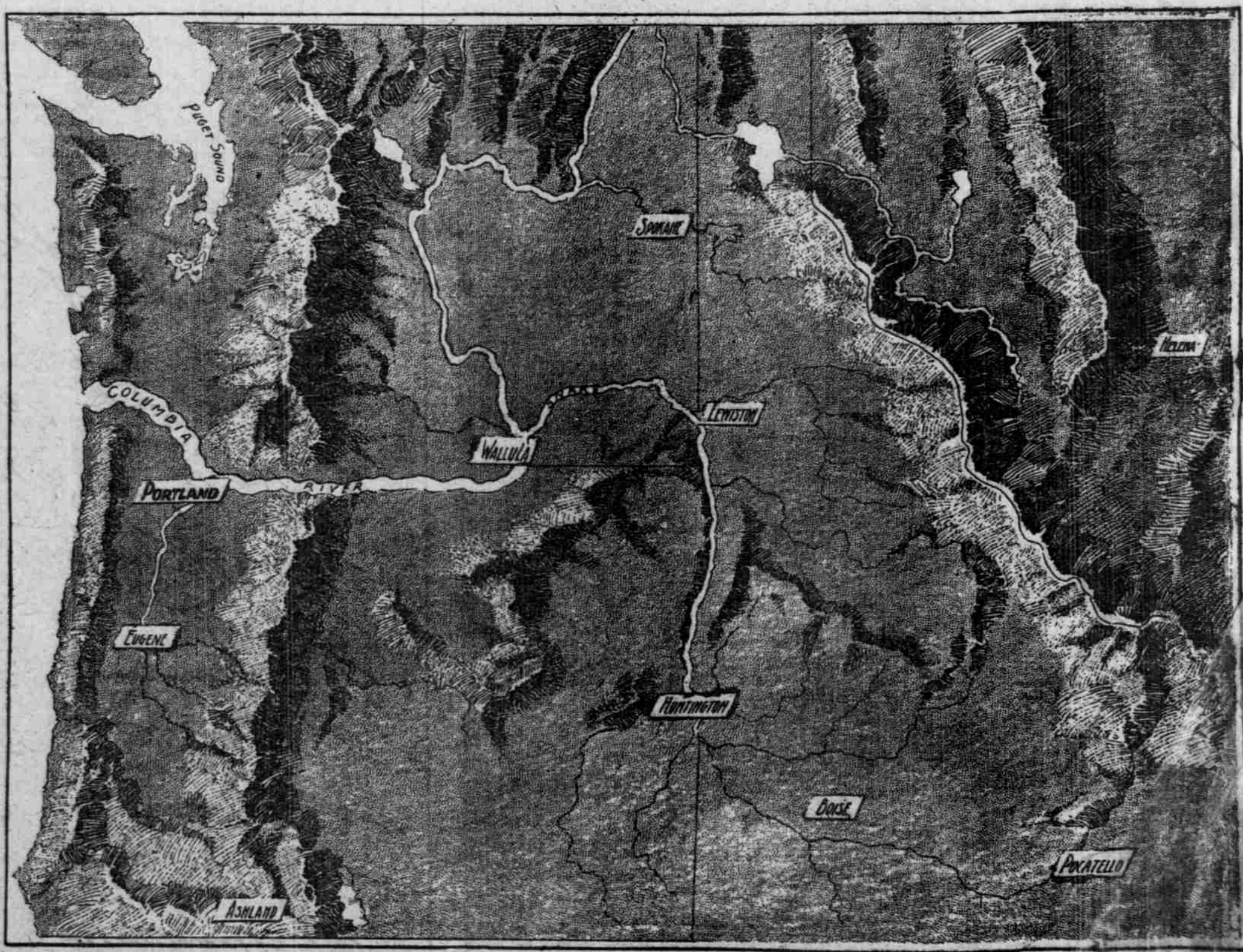
Clackamas County and Eastern Washington County into a direct connection with Portland, are both some enterprises. The several logging railroads, including that starting at Columbia River near St. Helens, on the Columbia River and working toward the Nelson Railroad, are other home enterprises.

But most important of all as illustrating the spirit of the country and its ability as well as the Klickitat enterprise, is that passing reference has been made. The Klickitat country lies in the southern part of the State of Washington, in the east of the Cascade Mountains, a few miles north of the Columbia River but directly shut off from it by a high range of mountains. Although in point of geography east and above the obstructions to navigation at The Dalles, the Klickitat is connected with the lower basin of the Columbia River by a series of narrow canyons, affording a railroad route. Through these canyons a Portland company is building a railroad designed to connect with a steamboat line making direct connection with Portland. This enterprise, elsewhere described in detail, is wholly a Portland affair. Every dollar of the large sum put into it—something like \$1,000,000—has been subscribed by Portland people. Unquestionably it was as a business project that the venture was made; there had not been in it something more than an investment. Through this enterprise Portland is consciously reaching out in a great work of interior development. The spirit of the city is back of this movement, and it will not rest content with the accomplishment of this special and isolated project. Portland is only just beginning to understand the potentialities of her great accumulation of capital; only just coming to comprehend that her opportunities may have larger, motive and a wider range than the operations of mercantile trade.

INDUSTRIES OF THE SOIL.
Considered in Their Relation to the Progress of the State.

WHILE the industry of Oregon is a thing of many forms—while many streams combine to make the volume of its productive life—its chief and main dependence is the soil. There are among us woodmen, miners, fishermen, farmers in factories, the baker, the brewer, the baker and the condiment maker, but the farmer outnumbers them all and the products of his industry—wheat, oats and the bulk of our agricultural life—the world of commerce. On the pages of this paper we shall describe the agricultural affairs of our people, the variety and quantity of the products, the conditions in so far as they affect the farmer, and the real and potential progress which what amount of progress is required to supply the needs of the community of Oregon, and the conditions of home population, and the conditions of industry. But while our farm industry—our class stock breeding and ranging as farming—is a thing of great variety in itself and of most varied productions, its specialties are pronounced. Wheat is easily our foremost field crop, being specially suited to the soils and general conditions of much of our farming country. After wheat comes animal production in the many forms, and it is here that our greatest advance is likely to come. Large parts of Eastern Oregon are now given over to stock raising, and more and more it is coming to be understood that the best results of farming in Western Oregon come through one form or another of animal husbandry. For, while every species of farm production yields a bountiful re-

TOPOGRAPHICAL VIEW OF OREGON, WASHINGTON AND IDAHO



The above outline of the regions which form the Pacific Northwest exhibits the essential topographical features of the country. A little study of this map will make it plain why the chief city of the Northwest is where it is. All the water-level lines, it will be observed, covering the productive districts of the country meet at the conjunction of the Columbia and Willamette Rivers—at Portland.

GEOGRAPHY AND TOPOGRAPHY.

Portland at the Junction of Two Great Valley Systems.

WHOEVER would understand the secret of Portland's business relationships, practically unchanged by the developments of half a century, would do well to study the accompanying topographical map, giving special consideration to the lines which mark river courses and the mountain ranges which cover so large a part of the country. It was inevitable in the earlier days that a trading station should come into existence at the point where the two great valley systems of the country meet. Vancouver, now in the State of Washington, and on the north side of the Columbia River, was the first point to be hit upon for a settlement, being selected by the Hudson's Bay Company as convenient for its purveyors of peltries operating east of the Cascade Mountains, in the Willamette Valley and the region of the lower Columbia River. The Vancouver station served the purposes of the fur trade well enough, but it was too far from the productive country of the Tualatin and the Willamette for the convenience of the agricultural settlers who came into the country a little later. Oregon City, at the fall of the Willamette, came into existence later, in response to the pioneer needs of the country, but it in turn was found inconvenient. It was within reasonable distance of the productive country, but it was too far above the point where ships could come. Milwaukee, seven miles down the river and thirty five miles from Portland, was hit upon as a point reachable by the shallow shoals of that early day, and it had a brief period of prosperity, but it was on the wrong side of the river, not being approachable from the Tualatin region without a long detour involving the passage of the Columbia River. Linton, six miles below Portland, had its brief day of ambitious expectancy, but its chances,