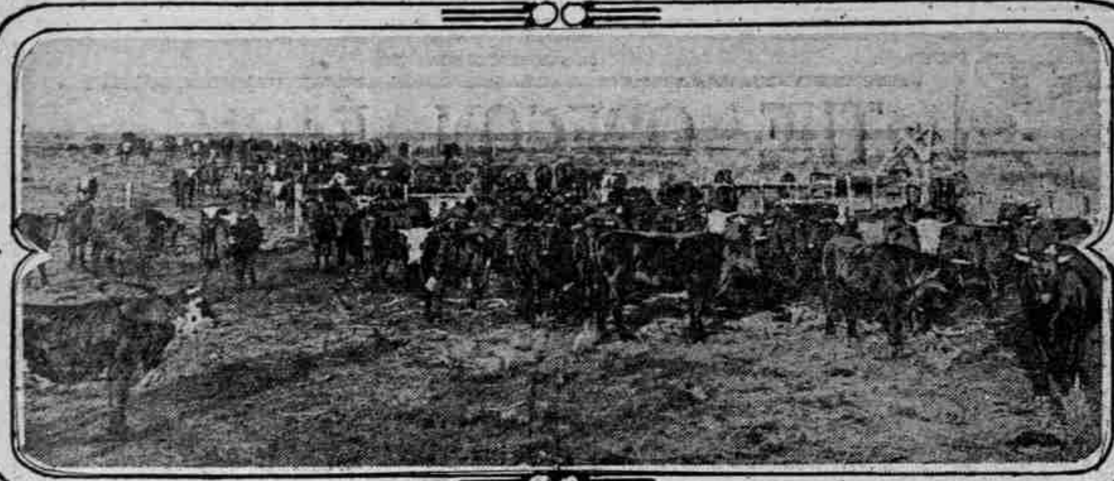
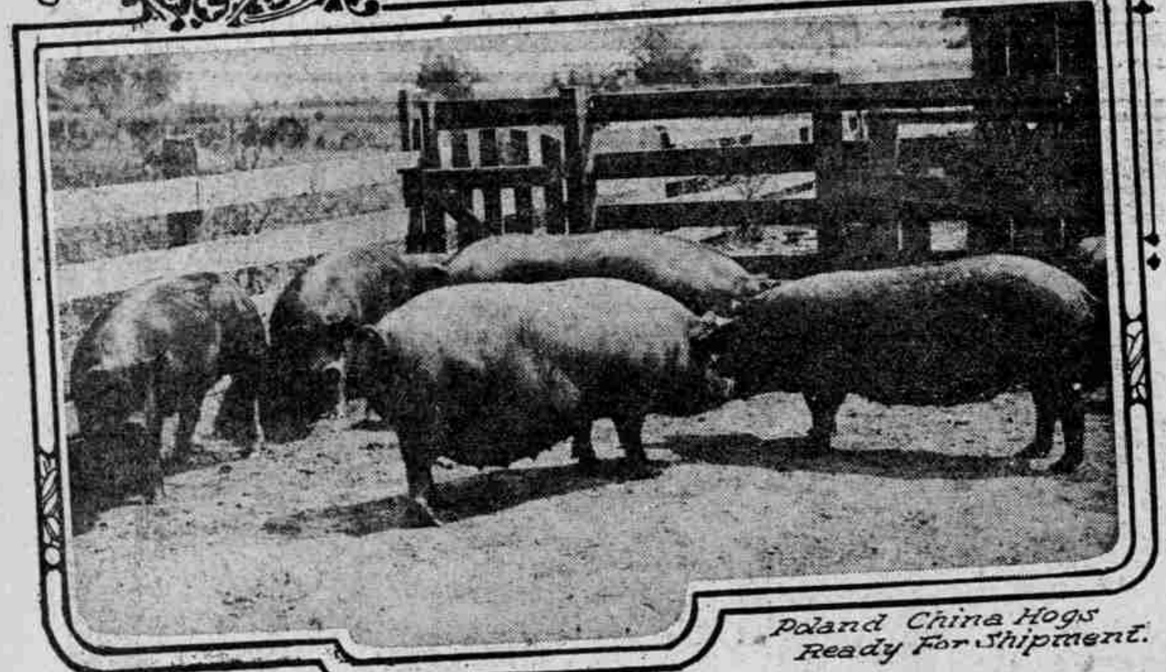
GREAT LIVESTOCK INDUSTRY BUILT UP IN OREGON BY ADOPTING MODERN METHODS

Improved Breeding and Open Market Factors in Growth—Northwest Sells 52,000 More Hogs in 1912 Than Ever Before, Taking Place of Eastern Supply.

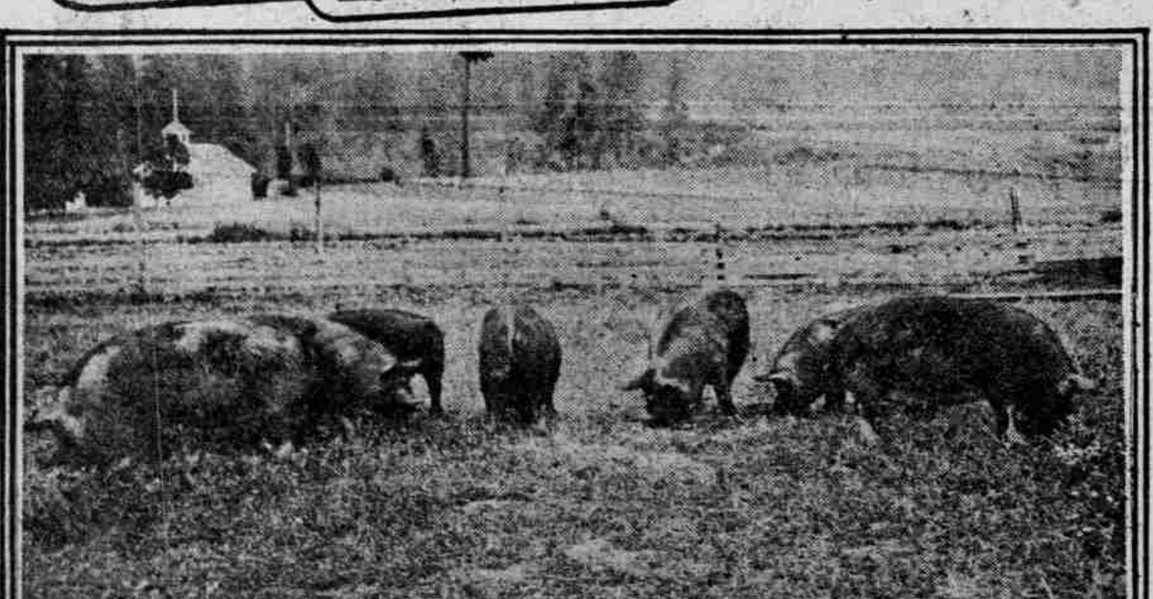


Eastern Oregon Cattle Corralled For Market.
A.G. Allen, Photo, Pendleton.

Sheep In Eastern Oregon.



Poland China Hogs Ready For Shipment.



Berkshire Hogs, Sure Source Of Profit.

By W. H. Daughtrey, President Portland Union Stockyards Company.

IN reviewing the livestock industry in the Pacific Northwest I shall do so under two heads: The past with its old methods and the present with its new methods and splendid opportunities.

Some 14 years ago when I came to Portland, attracted by the prospects in my own mind of a great future livestock market, I found the general conditions to be these:

Packers and wholesale butchers had men scouring this state and adjacent states for their supplies which were in the main raised on the great ranges. Comparatively but a few men then raised stock. This stock, like Topsy, "just growed"; it was left to itself to fatten on the grass of the valleys. Cattle and hogs then sold from 5 to 6 cents a pound under present prices. Sheep were not in great demand—going mostly from the big ranches direct to the East, where they generally were sold as feeders.

There were few real farmers in those days and they were not alive to their opportunities in the way of raising and fattening livestock according to our present methods. A change, however, was coming. Our company, together with the Agricultural College, began to create a demand for better finished cattle, hogs and sheep. Students from the colleges began to get back to the farm with new methods of tilling the soil and feeding stock. Today we do not see the great round-ups of thousands of unfinished cattle, but in their stead we see the small farmer finishing a few head of good stuff. With this slow but sure change has come better marketing facilities.

Three years ago the new stockyards were thrown open to the public, giving incentive to the small farmer to club with his neighbor, should he need to, and ship to market, just as the Eastern stockraiser does. Here he is assured that he will get as much per pound for his single car as if he had a trainload. Indeed, the small farmer is not limited to a car as a minimum shipment—he can bring a wagon load of hogs or he can drive in a fat cow and get the same consideration as the "big fellow."

At this time the stockman is not dependent upon the itinerant buyer who sees the producer personally, but, like some of our modern mercantile houses, cuts out the middleman and goes to the market himself, thus getting all the profit of his labor.

Formerly Oregon and the entire Northwest depended upon the Eastern states for hogs. This year the Northwest marketed at this market alone over 52,000 more hogs than it did last year. During the same period, the Eastern hog receipts at this market decreased 25,000, showing a net gain on all classes of hogs of 27,000.

I can give you no better illustration of what the livestock industry means when encouraged by a great central market than to tell you of the experience of the town of Pullman, Wash. About 15 years ago I bought hogs at Pullman at 2½ cents a pound. At that time a great number of hogs were raised in that section of the country, but there was no demand and naturally the hograisers went out of business. Meanwhile there has developed a great central market at Portland. The farmer can now realize a good profit for his labor and capital employed. Last week Pullman, which at the last census was reported at less than 3000 people, held a hog show, hundreds of dollars were given as prizes, the stores were all at their best, bargains galore were offered the hograiser, even the banks were behind the movement and money was offered to almost anybody who would embark in the mortgage lifter—the Northwest hog.

It is estimated that no less than 50 carloads of hogs leave Pullman a year, to say nothing of the local consumption. Just think of this $75,000 a year for a town of less than 3000 inhabitants. Twenty-five dollars for each man, woman and child—all made possible by a great central stockyards and improved methods of marketing. Surely there is a great lesson here for the small towns of Oregon, Idaho, Washington and California that should not be forgotten.

OREGON LIVESTOCK WORTH $82,645,942.

Interesting figures have been prepared by Dr. James Withycombe, director of the Oregon Experiment Station, showing the value of livestock in Oregon and the number of animals. Dr. Withycombe's estimates follow:

	Number.	Value.
Cattle	594,000	$19,790,000
Dairy cows	192,937	9,646,850
Horses	295,061	36,882,625
Mules	9,460	1,192,500
Sheep	2,052,855	9,237,847
Goats	254,100	1,016,400
Swine	466,560	3,879,720
Total	....	$82,645,942

Fisheries Add Much to Oregon's Wealth

Eight Thousand Men Share in $4,000,000 Returns from Salmon Catch of 1912.

By R. E. Clanton, Master Fish Warden.

WHILE the value of the output of the commercial fisheries of Oregon was lower in 1912 than in 1911, the banner year in the history of the industry, still it represents a not inconsiderable percentage of the wealth produced in the state during the year just closed. The silvery harvest brought to Oregon in 1912 approximately $4,000,000 to be distributed as profits and wages to 8000 men, fishermen and those employed in allied industries, on whose earnings 40,000 people were supported.

The Columbia maintains its supremacy as the greatest artery for the royal chinook salmon. The bulk of the commercial fishing of the state is done on this stream, but 11 of the more important lesser streams flowing into the sea are represented in the organized industry, while individuals and groups of fishermen find profit in working the smaller streams and tributaries, even far inland.

AUTOMOBILE SALES INDICATE PROSPERITY.

Automobile sales are a good indication of prosperity, and in Portland the number of licensed machines has increased rapidly in the last few years, the number of new automobiles in 1912 being 1675. The following figures on automobiles in Portland are from the records of City Auditor Barbur, except for 1912, which is estimated by Mr. Barbur from reports made to him by the Secretary of State:

1904	67	1909	1200
1905	134	1910	2000
1906	120	1911	2825
1907	266	1912	4500
1908	750		

The productivity of Oregon's soil is proverbial, yet the Columbia, having an area from the Cascades to its mouth of about 89,000 acres, produced in 1912 approximately $30 for every acre of its rippling surface. For 45 years this unfailing harvest has been taken from the bosom of the great stream, whose fertility is still virtually undiminished. In that time fully $100,000,000 has been reaped from the industry, or an average of $25 an acre a year for the entire surface of the Columbia.

The Columbia is unequaled in the world as a fish-producing stream, both in quantity taken and in the quality of the catch. Other Pacific Coast states have their splendid salmon streams, but there is only one Columbia, and among the salmon there is no peer to the royal chinook, who seeks to reproduce his kind in its headwaters. The superiority of the Columbia River pack is proven by its commanding a higher market price than the output of any other stream.

MONEY-ORDER BUSINESS AFFECTED BY POSTAL BANK.

Business of the money-order department of the Portland postoffice made steady gains every year up to 1912, when there was a slight falling off, due to the establishment of the Postal Savings Bank. The fact that before the Postal Bank was founded many people deposited their funds by taking out money orders in their own names explains this situation. In the following table of business of the money order department of the Portland postoffice, the December, 1912, figures are estimated:

1907	$5,425,823.05
1908	5,550,636.95
1909	6,197,862.11
1910	7,741,638.26
1911	7,757,085.26
1912	7,244,620.62

While it is not to be understood that the salmon are as plentiful as they were in the days before the white men came, or before the fishing industry had developed to its present efficiency, there is no apparent good reason why the rivers of Oregon cannot be maintained at their present status as wealth-producers, or even improved in this regard. In the early days of the industry a greater percentage of the salmon, escaping from the cruder and less systematic methods for taking them then in vogue, passed on upstream to their spawning beds, which they found unaltered and undisturbed from year to year. But with the settling of the interior, dams and ditches were built for power and irrigation, and the fish were prevented from reaching many of the best grounds, or wandered into the ditches to perish. It does not seem possible entirely to remedy these conditions by the building of fishways or ladders and the use of ditch-screens, and in order to keep the supply from depletion it is necessary to resort to artificial propagation.

Those vitally interested in the continuation of the fishing industry took up the matter of propagation at first, but the State Fish and Game Commission is now in charge of the work, enlisting the most modern methods, using every effort, and is constantly on the alert to the end that there shall be an increase rather than a decrease in the commercial and game fish of Oregon. For a number of years there was no apparent result, but the effects of the work are now in evidence, and it is generally conceded that the fish are on the increase. With the state carrying on the hatchery work on the present practical basis, a few years should see the annual output of the canning industry in Oregon doubled.

The feeding grounds on which the salmon grow to maturity in the depths of the Pacific are apparently undiminished and in no danger of ever being overcrowded, and if this pasture is kept filled with hungry young Oregon salmon for a few years, the rivers of the state should again teem with "the silver horde," as they did in pioneer days.

WHEAT CROP OF PACIFIC NORTHWEST IS 60,000,000 BUSHELS OF GOOD QUALITY

Other Grains Are Also Imported, Oregon Raising 14,000,000 Bushels of Oats and 4,500,000 Bushels of Barley—California Demand Greater Than Usual.

Western Oregon Wheat Field.

Heavy Yield of Wheat East of Cascade Mountains

Baling Hay, Willamette Valley.

THE Pacific Northwest States in 1912 harvested one of the largest grain crops this section of the country has ever known. Prices were satisfactory all around, and the free marketing of the crops put the agricultural sections in splendid financial condition. It was largely due to this fact that the cities of the Northwest, as well as the rural districts, were so well able to pass through the exciting Presidential campaign without disturbance.

The end of the year found the bulk of the crops disposed of and the farmers amply supplied with funds, and the great majority of them out of debt. Their well-to-do condition was evidenced by their large purchases of farming machinery, automobiles, high-grade stock and by the improvements that, in every part of the country, were made to farm properties. Many of the farmers employed their surplus capital in city investments. For several years now nature has favored the producers in this part of the United States, and it would be difficult to find anywhere in the world a better satisfied class of citizens.

The wheat crop of Oregon, Washington and Idaho in 1912 amounted, in round figures, to 60,000,000 bushels. Of this quantity Oregon produced about 16,000,000 bushels, Washington 32,000,000 bushels and Idaho 12,000,000 bushels. Early in the season it was thought the yield would run higher, but the estimates were subsequently reduced. The crop was a magnificent one, however, and when it has all been sold it will be found to have netted the farmers between $40,000,000 and $50,000,000. When it is borne in mind that for several years in succession the wheat fields of the three states have brought about this same amount to the producers the excellent financial condition of the Northwest can readily be understood.

At the close of the year the wheat farmers had disposed of all but about 30 per cent of their crop. As the shipping and milling requirements of the next six months cannot be otherwise than heavy there is no reason to believe that the grain yet to be sold will not be disposed of on the same advantageous terms as that already sold. In some quarters of the grain trade the opinion prevails that the next three or four months will witness a period of market activity more profitable to the sellers than any heretofore this season.

These dealers are figuring not only on an excellent demand from the Orient but they believe the Middle Western States will also require much Pacific Coast grain. As for California, that state is always counted on to be the heaviest buyer after the first of the year.

The buying of wheat by the Orient has been good all through the season. That it will be larger from now on is almost certain from the known fact that practically all the native Chinese and Japanese wheat has been ground. The short rice crop across the Pacific will also increase the consumption of breadstuffs. Australia has grown a smaller wheat crop than usual and will not be able to compete, as in several recent years, with the Pacific Coast for the Orient's trade in wheat.

Millers of the Middle Western States have already bought many hundred carloads of wheat in the Pacific Northwest, and undoubtedly will require much more between now and early Summer, unless wheat prices in the Mississippi Valley should become unusually low, and this is not likely in view of the immense quantity of wheat that section has already consumed or disposed of by shipment to states farther east or to Europe. It is the soft, white kinds of wheat that the Middle Western buyers have come to this part of the country for. Their own crop of this kind of wheat was more or less damaged, and there was no other place for them to get the necessary supply than in the Pacific Northwest.

There has been a record movement of Northern wheat to California this season. The year's shipments from Portland alone amounted to nearly 5,000,000 bushels, as compared with but little over 3,000,000 bushels shipped in 1911. Since the beginning of the present grain shipping season the quantity of wheat dispatched to California has been almost as large as that sent to Europe, but for the entire year the quantity exported was larger, the combined shipments to Europe and the Orient amounting to over 7,000,000 bushels.

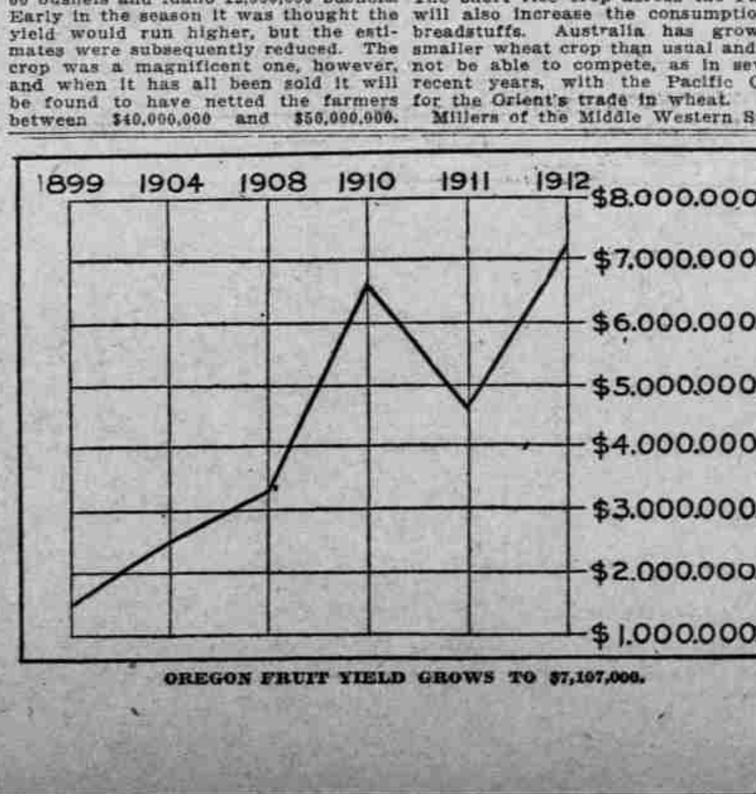
In the matter of quality the 1912 crop was a good one. The standards adopted by the Portland Chamber of Commerce, which are recognized in all foreign and domestic grain markets as official, are fully up to the customary grade. The weather in the growing season, however, was not uniformly good, rain bleaching the wheat in some sections. This naturally cut down the available supply of good milling grain.

There has been what might be called an average selling movement throughout the season. Because of the good financial condition of the farmers there was at no time, of course, any forced liquidation. The growers were enabled to sell when the demand was greatest, and thus generally took advantage of the best prices. Market values have been fair as compared with the past three years, and considerably higher than the ten-year average.

The oats and barley yields were also heavy. The oats crop of Oregon, Washington and Idaho is estimated at 41,000,000 bushels, of which Oregon turned out about about 14,000,000 bushels. The barley production of 1912 in the three states is placed at 16,000,000 bushels, Oregon's share amounting to 4,500,000 bushels. The coarse cereals have sold at good average prices.

The barley crop at the end of the year was closely sold up. California has taken liberal supplies, owing to the peculiar conditions existing in the speculative trade.

The consumption of oats in the past year was larger than ever before. In 1911, when the barley crop was light, many feeders turned to oats.



OREGON FRUIT YIELD GROWS TO $7,107,000.