RECOLLECTIONS OF EARLY OREGON

The First Steam Railway in the Territory and the First Steamboat on Upper River—Interesting Incidents of the Times.

PORTLAND, June 11.—Away back, long before the white man had seen the Pacific Coast or even America; before history in this country began, and when vague legendary filled its place, and current events were handed down from generation to generation by dim traditions; and when, as the Indians say, the Gorge of the Columbia through the Cascade Mountains was much narrower than it is now, a part of the huge mountain fell into and dammed up the great river. But ere long the impetuous water forced its way through and under the fallen mountain, leaving a natural bridge spanning the river. Unnumbered ages passed, when an earthquake came, causing the earth to shake, the mountains to totter and dropping the bridge into the river, filling its channel with masses of stone and forming an obstruction to navigation now known as the "Fall," or "Cascades of the Columbia." As far back as Indian tradition goes, the Cascades of the Columbia has been an important point on account of the break in navigation, making a portage of everything carried in boats an absolute necessity.

Its importance was greatly increased by the extensive fishing grounds made by the "long narrows," and rapid current of the river at that place, enabling the Indians with spear and scoopnet to capture vast quantities of salmon, which made them an easy living, as well as an article of great value in trade with other tribes. The village of Wish-ram at the head of the falls was a mart of trade. Irving said: "These Indians were shrewder and more intelligent than other Indians. Trade had sharpened their wits, but had not improved their honesty, for they were a community of arrant rogues and freebooters." They took every possible advantage the location gave them, always making exorbitant demands and charges for any privilege granted or service rendered, and often robbed weak and unprotected parties. When Lewis and Clark passed there with well-armed and well-drilled men, they were unmolested, but five years later, when Wilson P. Hunt arrived there with his half-starved, worn-out and discouraged party, they were very troublesome and insolent. Soon after this part of the country fell into the hands of the white man, he, too, saw the importance of that location and eagerly seized it, and was no less willing to make it a source of profit; in fact, to use it "for all it was worth," proving that human nature is the same, be it Indian or white man. F. A. Chenoweth, afterwards Judge Chenoweth, of Corvallis, settled at the Cascades, and in 1850 built the first portage road on the line of the old Indian trail, which had been in use so long "that the memory of man runneth not to the contrary."

His road was a railroad built entirely of wood, and the car was drawn by one mule. The road was on the north side of the Columbia, at that time was in Oregon. I saw him in Salem in the Winter of 1852 and 1853, a Representative from the Cascades. He was made a Circuit Judge in Oregon Territory in 1853 by President Pierce, and lived to be an octogenarian.

Then there were no settlers east of the Cascade Mountains, and no immediate prospect of any, so he sold his road to D. F. and P. F. Bradford, who were either more hopeful of the future, or had better foresight than Judge Chenoweth. They rebuilt the road in 1856, making many improvements on it.

The Indian massacre at the Cascades occurred while this improvement was being made. The men were attacked while at work, and fled in all directions; one or two of them were killed.

This road was rebuilt again in 1861, with iron rails, and had steam locomotives. It was the first railroad of the kind built in Oregon, and though small was the beginning of railroading in the Northwest.

This was the first railroad propelled by steam power I ever traveled upon.

Some time later in the '70s, Colonel Ruckel and H. Olmstead built and operated a portage road on the south bank of the Columbia.

Before the portage roads and the steamboats combined their interests, the portage company received half the freight charges on all freights to their destination. If the price was $40 per ton from Portland to The Dalles, and that was the regular price for many years, the portage men got $20 per ton for carrying it around the falls, six miles.

First Steamboats on the Upper River

The old Columbia, I believe, was the first steamboat to go up as far as the Cascades. The first steamboat built above the Cascades was the James R. Flint, built by the Bradfords, J. O. Vanbergen and James R. Flint, of San Francisco. She was a small side-wheel boat, with single engine "geared" to the shafts, and when in motion sounded more like a threshing machine than a steamboat. On her first trip down from The Dalles, old Dr. Newell was a passenger, and for a time seemed nervous and disturbed. He finally asked one of the employes what made that rattling sound. "Oh, that's only the cook grinding coffee," was the reply.

In the fall of 1861 the Flint was taken over the Cascades and run between Portland and Oregon City. Later on she was cut in two, lengthened and the machinery of the old Columbia put into her and named Fashion.

The Bradfords next built the Mary, a double-engine boat, to run between the cascades and the dalles. The Mary was lying at the upper cascades at the commencement of the Indian massacre in 1856, and was dispatched to The Dalles in great haste for relief. She brought back a company of cavalry in barges.

About the same time a messenger was sent to Portland and Vancouver for assistance, and the steamer Belle was dispatched, with Second Lieutenant Philip H. Sheridan and 40 men. This was Sheridan's first battle. In less than 10 years he had become one of the greatest heroes of his age, a renowned General, and had made the name of Sheridan imperishable.

Soon after building the Mary the Bradfords built the Hassalo to run on the Cascades and Dalles route. In the meantime, H. R. Thompson, L. W. Coe and others built a small boat at the upper cascades, to be taken to the upper Columbia, beyond Celilo. When she was about ready to start out on her first trip, by some mistake her lines were cast off before she had steam enough to stem the current of the river and she drifted over the falls. She received so little injury that she was taken to Portland, fitted up and sold to go to Fraser River. The same parties then built the Wright at Celilo in 1859. She was the first steamboat that ever disturbed the waters of the Columbia beyond Celilo. The Wright made a bushel of money for her owners.

The old steamer Belle, built by Captain Dick Williams, S. G. Reed and others, was the first boat to run regularly between Portland and the Cascades. In those early days there were no settlers east of the mountains, therefore nearly all of the transportation business on the river was for the Government, transporting soldiers, guns, military supplies, etc.

Transportation between Portland and The Dalles was $40 per ton by measurement, and passenger fare proportionately high.

The Government bought a quantity of hay at San Francisco for the military post at Fort Dalles. By the time it reached its destination it had cost "Uncle Sam" $70 per ton.

Ruckle & Olmstead built the steamer Mountain Buck and put her on the route between Portland and the Cascades, and soon after built the little steamer Wasco, to run between the Cascades and The Dalles, which, with their portage road, gave them a through line to The Dalles; this was near 1858 or 1860. Their line, of course, took away much of the business from the portage road on the north side of the river and the boats running in connection with it.

Benjamin Stark, S. G. Reed, R. Williams, Hoyt and Wells, owned the steamers Belle, Senorita and Multnomah, one of which run from Portland to Astoria; the others, in connection with the Bradford road and their boats, from the Cascades to The Dalles. O. Humason owned the portage road from Dalles City, around the dalles of the Columbia to Celilo, 15 miles, a wagon road, using oxen and mules, and great freight wagons to transport the freight and stages to carry passengers, until the portage railroad was built in 1862.

Before the steamer Wright made her appearance on the river above Celilo all freight was transported on what was called schooners, which were simply schooner-rigged barges.

During the greater part of the year there is a strong wind on that part of the river, which often enabled them to make good time. I saw one or two of these crafts as late as 1862. But they soon disappeared when steamboats came, and, like all primitive things, were pushed aside by the hand of progress.

By 1858 the transportation business had greatly increased, and there being two complete through lines between Portland and the Dalles, produced strained relations between the two opposing companies, and a rate war seemed imminent. Several efforts had already been made to combine all the different interests under one management, but all had failed. At length an arrangement was reached. The portage roads at the Cascades, all the steamboats, wharfboats and property belonging with them, were appraised each at its cash value, the whole amounting to $175,000. On the 29th day of December, 1860, articles of incorporation were signed and filed at Vancouver, Clark County, Washington Territory, incorporating

The Oregon Steam Navigation Co.,

shares, $500 each. There were 16 shareholders, the largest being R. R. Thompson, with 120 shares; Ladd & Tilton, 80 shares; T. W. Lyles, 76 shares; J. Kamm, 57 shares; J. C. Ainsworth, 40 shares; and so on down, the smallest shareholder having but three shares.

In October, 1862, the company filed new articles of incorporation with the Secretary of State, at Salem, and also with the County Clerk of Multnomah County, Oregon, with a capital stock of $2,000,000, represented by 25 shareholders, at $500 a share. Bradford & Co. were the largest shareholders, having 758 shares; R. R. Thompson, 672; Harrison Olmstead, 558; Jacob Kamm, 354; and so on down, the smallest shareholder having but eight shares.

This combination put both portage roads and the Gorge of the Columbia into the hands of a corporation, giving it perfect control of all transportation to and from every point beyond the Cascades. Thus owning both portages and all the steamboats, it is needless to say that the Oregon Steam Navigation Company found it unnecessary to consult any one as to what prices they should charge. Such an opportunity, with such unlimited power, seldom ever falls into the hands of man. It made them the absolute owners of every dollar's worth of freight and passage, going up or down the great valley on the second largest river in America.

In 1855 there were no settlers living beyond the Deschutes River, but after that date they began to spread out over the country pretty fast. Previous to that date, the Government had given transportation companies nearly all the carrying they had. But by 1860 the natural growth of the country was making considerable business. In 1861 the discovery of gold on Orofino awakened a new life in the Valley of the Columbia. As if by magic the tardy wheels of commerce were unfettered, human thought and energy unshackled and turned loose with determined purpose to meet the great emergency and reap the golden harvest.

From Portland to "Powder River, Orofino and Florence City" mines the country resounded with the busy whir of trade. All the steamboats and portage roads were taxed to their greatest capacity. So great was the demand for transportation the Oregon Steam Navigation Company had to build new steamboats and improve their roads at the Cascades. The old portage wagon road at the Dalles was entirely inadequate to do the immense business, and the company was obliged to build a railroad from Dalles City to Celilo, 15 miles.

So enormous were the charges for freight and passage, I am credibly informed, that the steamer Okanogan paid the entire cost of herself on her first trip. It makes my head swim now, as memory carries me back to those wonderfully rushing days, when the constant fall of clinking coin into the coffers of the company was almost like the flow of a dashing torrent. The Oregon Steam Navigation Company had become a millionaire-making machine.

The price of freight from Portland to The Dalles, about 100 miles, was $40 per ton, from Dalles to Celilo, 15 miles, $15 per ton; from Dalles to Wallula, $25 per ton, and from Portland to Lewiston, $120 per ton.

All freights, excepting solids, such as lead, nails, etc., were estimated by measurement; 40 cubic feet making a ton.

Passage from Portland to The Dalles was $8, and 75 cents extra for meals. From Portland to Lewiston passage was $40, and meals and beds were $1 each. Now the price of freight between Portland and The Dalles on farm products by boat, is only $1 50 per ton, for passage $1 50, and 25 cents for meals. By the railroad freight on farm products between Portland and The Dalles is $1.50 per ton and passage $2 75; between Portland and Wallula by rail freight on farm products is $3 50 per ton, passage $8 50. Between Portland and Lewiston by rail freight on farm products is $4 25 per ton, passage $14 00. At the present time, freights are classified, some classes being much higher than the products of the farm. Yet, notwithstanding the astounding reduction in rate, transportation companies of today are thriving and prosperous.

H. D. Sanborn, a merchant of Lewiston in 1862, informed me, that among a lot of freight consigned to him, was a case of miners' shovels. The case measured one ton, and contained 120 shovels. The freight, $120 per ton, made the freight on each shovel $1.

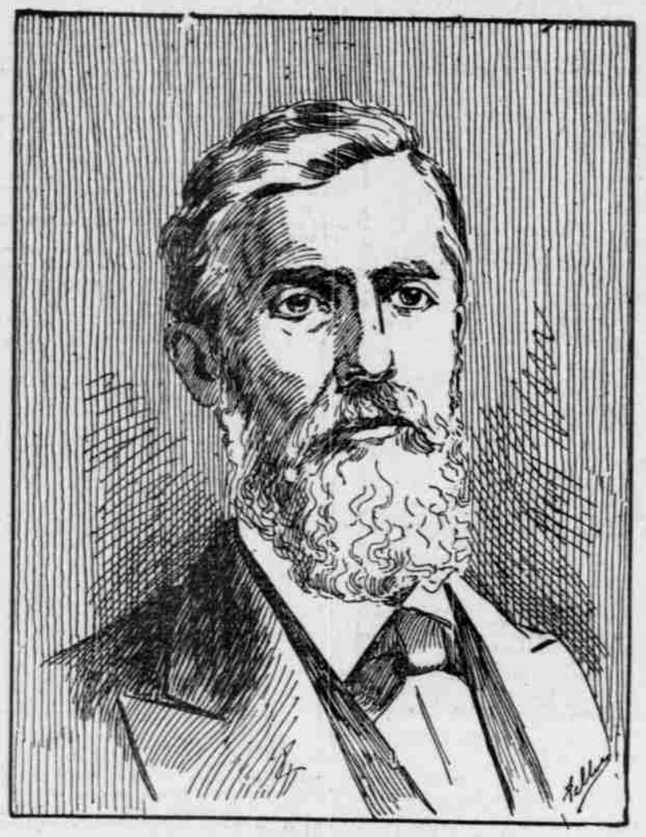
A merchant at Hood River said that always before the railroad was built freight from Portland to Hood River, 85 miles, on a dozen brooms, was $1.

To better illustrate this method of measurement, I will have to relate an anecdote:

When O. B. Gibson was in the employment of the company at The Dalles, he went down to get the measurement of a small mounted cannon that had to be shipped for the Government. After measuring several ways and figuring up the amount, he seemed so much perplexed that he attracted the attention of two soldiers who were lying in the shade of a pine tree near by. One of them finally called out: "What's the trouble, Cap?" "I am trying to take the measurement of this blamed gun, but somehow I can't get it right," said Gibson. "Oh, I'll show you!" said the soldier, leading up a pair of harnessed mules that stood near and hitching them to the gun. "Try it, now, Cap." "Thanks; that makes it all right. I see now why I could not get the correct measurement."

In measuring a wagon or any piece of freight, the full length, height and thickness were taken and carried out full size, the largest way of the piece. To make this method of measuring tonnage clearer, I will give one more illustration. "Old Captain" T. W. Lyles, of San Francisco, was a large stockholder in the company, and frequently visited Portland to look after his interests. Once while here he attended a meeting of the board of directors. After the principal part of the business had been transacted, Captain Lyles arose and said: "Mr. Chairman, I move that Eph Day, a purser on one of our boats, be discharged from the service of this company." Now, Eph Day was one of the favorite pursers, and everybody sprang up to know what was the matter with Eph Day. After quiet had been restored Captain Lyles said: "I see, gentlemen, that Eph Day is purser on a boat of only 150 tons register, yet I find that he comes in at the end of every trip with a report of having carried from 250 to 300 tons of freight, and, gentlemen, he substantiates his reports by bringing in the cash for those amounts of freight. Now, while I do not claim to be much of a steamboatman, yet I can see, gentlemen, that if we allow our boats to be overladen in this manner and made to carry twice as much as they were designed to carry, they will soon be worn out and we will have no boats."

The meeting adjourned amidst roars of laughter, and Eph Day kept his place and still measured up big loads of freight. The Florence City gold excitement of 1862 brought the O. S. N. Co. a flood of prosperity. They could not possibly take all



F. A. CHENOWETH, WHO BUILT THE FIRST PORTAGE ROAD AT THE CASCADES OF THE COLUMBIA.

the business offered. At Portland the rush of freight to the docks of the company was so great that drays and trucks had to form, and stand in line to get their turn in delivering their goods. Their lines were kept unbroken day and night for weeks and months. Shippers were obliged to use the greatest vigilance and take every advantage, to get their goods away. Often a merchant would place a large truck in line early in the morning, then fill it by dray loads during the day. That great rush continued for months. A San Francisco merchant established a store in Lewiston and shipped via Portland a large stock of goods, which arrived in Portland in the Spring, but they did not reach Lewiston until late in the Summer, because he had no one here to get them in line to take their turn. So, notwithstanding the enormous price of freight and passage, it was impossible for them to meet the demand. So great was the increase of business on the Columbia and so attractive the high rates received that it tempted the People's Transportation Company, of Salem, to put on an opposition line to compete for a part of the glittering prize. But they soon learned what they should have known in the beginning, that it was impossible for any one to compete with a company who held the valley of the Columbia by the throat, and had undisputed possession of the portage roads. So they were only too glad to withdraw, and be satisfied with the Willamette River. Rates were cut down some during the short contest, but were soon restored. Some time in the '70s, Henry Villard was sent to Oregon in the interest of German bondholders in the Holladay Railroad & Steamship line. Mr. Villard had been associated with Mr. Gould in some railroad matters and had acquired a snug fortune. During his visits to Oregon, his shrewd business eye saw the great value and importance of the property of the Oregon Steam Navigation Company, and he made up his mind to capture the valuable prize if possible.

Some time in the fall of 1879, the press telegrams in the Portland morning papers announced in the most plausible and matter-of-fact way that Jay Gould, who was then in the zenith of his financial glory, was preparing to extend his railroad system west, to the navigable waters of the Columbia, and was going to put a line of steamboats on that river to operate in conjunction with his road until it could be extended to the seaboard. Those telegrams seemed so reasonable and businesslike that many really believed that Mr. Gould was going to put this project into operation. Not long after, and before the talk produced by them had died out, it was announced that the Oregon Steam Navigation Company had sold its entire property, with all its privileges and appurtenances, to Henry Villard. Whether Mr. Villard had any hand in setting up the Gould scare crow, I know not, nor do I know whether it had any influence in causing the company to make the sale. But a prominent physician of this city informed me that after the sale was consummated, the papers all signed, and it had become known the Gould story was all a hoax, the president of the company was so much chagrined and disappointed, that he fell ill and was confined to his bed for many days. The doctor might have been mistaken, but he believed it himself, as he was a man who never told anything he did not believe to be true.

That valuable property was sold for $5,000,000, a small sum for property possessing such wonderful advantages, and that was then paying 15 per cent net on the purchase price, with the most flattering prospect of a rapid and constant increase.

For the year ending November 30, 1879, which was the last year the O. S. N. Co. owned and operated their property, the income of the company was $1,600,000, while the expense, repairs, etc., amounted to $850,000, leaving a profit of $750,000. At that rate it would in about six and a half years make enough to pay the purchase price.

They received about $3,000,000 more than the actual cost of the property. The $175,000 put in when the company was first organized in 1860 was about all the cash ever put up. That small sum was the prolific nest egg from which so many fortunes and millionaires were hatched.

It may be interesting to mention that for many years after the organization of the O. S. N. Co. they paid no attention to or had any boats on the river between Portland and Astoria, considering it of so little importance as to be unworthy their attention. Not until the salmon-packing business had reached considerable magnitude did they give it any notice. In 1865 the company found the Astoria route had grown to be of sufficient value to be worth taking. All they had to do was to notify parties running boats on that route that they wanted possession, and that the company would buy their boats if the price suited. Of course, the price offered suited, because no one would be foolish enough to oppose the O. S. N. Co. The Oregon Railway & Navigation Company grew out of the O. S. N. Co., continuing its business, and almost immediately began the construction of a railroad up the Columbia from Portland. That company was controlled by men in touch with the modern business world in the older states, and at once adopted a broader and more liberal course, fully understanding that the rapid development and settlement of the country would advance their interest and increase their business. They soon reduced the rate of transportation, giving the farmer better compensation for his labor and encouraging him to produce more. That "live-and-let-live" policy which they inaugurated at once gave a new stimulus to the whole country.

Unquestionably the O. S. N. Co. had held in check and kept back the growth of the country east of the Cascade Mountains for years, though perhaps unintentional on its part. It had so long been accustomed to receive such exceedingly liberal compensation for its service, that I have no doubt they believed farm products could not be carried to Portland at rates that would leave anything for the farmer. Captain James W. Troup, who commanded one of the boats on the upper river, said to me that he had so many applications to bring wheat to Portland, which he had no authority to do, that he finally went to the president of the company and asked for permission to do so, but he was informed that it was impossible; that wheat was not worth its transportation. The next season the people fairly begged him to carry their wheat to market, and he made another appeal. That time the company yielded, and President J. C. Ainsworth said: "Well, Captain Troup, you may try it; do the best you can." Wheat has been pouring down the Columbia ever since, and the Inland Empire is one vast wheat field.

The career of the Oregon Steam Navigation Company was a great success. It would have been almost impossible, even under bad management, for it to have been anything else. Its beginning was small, but, aided by the peculiar advantages it possessed, and the growth of the country, it soon grew into one of the greatest money-making concerns in America.

After years of solicitation and appeal, the Government of the United States began what it should have done years before, the construction of a canal around the falls of the Columbia, which has opened a free channel to trade and commerce that will forever unloose the hand of greed from the throat of the Columbia River. It is almost as important that a canal be constructed at the dalles of the river, and so give one of the best wheat-growing districts of the earth an open passage to the markets of the world. It has become almost one of the established policies of the Government to free the channels of our great rivers of all impediments to navigation. In no other way can such valuable and general service be rendered to the people.

It is not my desire to criticise or censure the management of Oregon's first great corporation, which was so intimately connected with the early history, commerce, revenue, and progress of our own state. Perhaps any other set of men would have done the same thing, under similar circumstances. Nevertheless it is certainly a great misfortune to any people to be so absolutely within the power of any man or set of men as were the people of the Columbia Valley. It was too great a power to be entrusted to the need of men.

In reviving the career of this most interesting corporation, one can but view with wonder and amazement the ease and rapidity with which colossal fortunes were made. And I can but regret, on their own account, that not one of that company has left any little token of good-will or any memento of kindness to the place or people where they were so specially favored by fortune, and so liberally patronized by the business public. Had they even erected a small drinking fountain, where the faithful dray and truck horses that indirectly carted millions of dollars into their pockets could have slacked their thirst, that would have somewhat served to ameliorate and soften the memory of them. But they seemed to prefer to be remembered only as members of a corporation that took every possible advantage of one of the most extraordinary opportunities that ever fell into the hands of men to amass fortunes for themselves.

P. W. GILLETTE.

A Dreary Thoroughfare.

Indianapolis News.

Of all dreary roads few have such desolate surroundings as that leading from Jerusalem. The road winds among rocky hills which for miles seem destitute of every living thing save occasional flocks of long black-haired goats and sheep, apparently eating pebbles and attended by a youthful shepherd. The steep hillsides are dotted with numerous holes and caves cut in the rock.

Money With Wings.—Tenderfoot—Is it a fact that miners are unable to keep the money they make? Miner—Sure thing! If they make too much of it to lose gambling, they run for the United States Senate.—Detroit Journal.

RUSSIA'S ARCTIC HARBOR

SHE BUILDS A TOWN AND THEN FINDS POPULATION FOR IT.

Warm Atlantic Waters Keep It Free From Ice, Though 175 Miles North of the Arct ic Circle.

A dispatch from St. Petersburg the other day said that the Grand Duke Vladimir was about to open formally Russia's new naval and ice-free port of Catherine Harbor in the far North, says the New York Sun. Some of the Russian newspapers, it added, were exulting over the prospect of "Russia's war flag being again hoisted on the Polar seas." The building of this port on the north or Murman coast of the Kold Peninsula, 175 miles north of the Arctic Circle, is no ordinary event. Any one who hears the story will be reminded of the time when Peter the Great was accustomed to order the building of towns and cities in the waste places of Russia. Thereupon the towns and cities were certain to rise on the sites he had designated. In the same way a town and harbor works have been started in these days and carried to completion near the shores of the Arctic Ocean. They were built by imperial command. The town was reared first and inhabitants were found for it later. Not a building stood there at the time the site was selected or when the edict went forth to rear the town, build the wharves and supply the place with everything needed to make a conventional harbor. The project had its enemies, but today all Russia is rejoicing over the successful carrying out of the grand idea; and in a part of the world where the Winter night is two months long and the sun hangs so low in Summer as to impart more of light than warmth to the flat tundras that stretch inland from the barren coast, a most substantial town now stands with docks, coal depots, a trolley street-car line, electric lights in buildings and streets and fresh water piped from a mountain lake.

There are several reasons why this work has been carried out. It is the result, first, of the national aspiration to become more powerful on the sea. No other of the greater nations is so weak as Russia is in available sea front. This fact cripples her commerce, for the whole people believe the report of the government commission which declared last year that the country was losing millions of dollars annually through not having a sufficient commercial fleet of its own, and then in Europe Russia is hemmed in by powerful neighbors of great maritime development. Her navy and merchant ships cannot get out of the Black Sea without passing through foreign waters. Neither could they emerge from the Baltic in time of war with Germany without being confronted by hostile vessels in their own home waters. The desire to have more sea facilities accounts in part for the eagerness with which Vladivostock was made a large naval station, and for the recent spending of $1,500,000 to make a practicable harbor at Alexandrovski, far north of Vladivostock, opposite the Island of Sachalin, for the use of Russian squadrons. But the great inconvenience of a lack of ports is felt in European, not in Asiatic Russia, and it was in quest of a good port on her northwest coast, emerging from which her ships might be on the great ocean, that her surveyors went to the Murman coast in 1893 and began the surveys and explorations that are going to result in the large development of that region. The word Murman is a corruption of the name Norman.

Two other reasons, however, were fully as important as the naval reason for beginning this development. One was the certainty that if a good harbor were found it would be an open Winter port, free from ice. The eastern trend of warm surface waters from the Atlantic brings them to this Murman coast, and there, in the Arctic regions, is open water the year round. The other reason is that with this Gulf stream drift, or whatever it may be called, come in spawning time immense shoals of fish. The fisheries here have been pursued for many years in the crudest manner by a few thousand Russians and Norwegians. Cod and herring are there in enormous numbers, and it is believed that one of the greatest fisheries in the world may be developed in those waters. These facts were fairly well known in the time of Peter the Great, but he and his successors had too much to do developing their home territory and spreading their empire to the east to carry their work north of the Arctic Circle.

But the time to do something for the far North arrived, and on January 25, 1897, the so-called North commision was appointed and set out for the northern coast with a considerable number of geographers, engineers, surveyors and tradespeople in its train. It had been preceded by a surveying party four years earlier. A large programme of work was assigned to the commission, and the commission has been busy ever since. The government has given it all the assistance needed in the way of steamers and large appropriations, and a great deal has been accomplished, though much still remains to be done. The commission is expected to promote the interests of navigation by establishing ports, lighthouses, warning signals and life-saving stations; to establish fishery schools and experiment stations, stores for the sale of provisions, implements and everything required by sailor or fisher folk; to give aid to the shipwrecked and assistance to the families of unfortunate followers of the sea; to study and improve the conditions of living in the far North; to develop navigation on the Pechora, see what may be made of Novaya Zemlia, establish with the aid of icebreakers regular communications between the mouths of the Obi and Yenisei Rivers and the western ocean, study the best means of communication between the coast and inner Russia, encourage the rearing of reindeer in North Russia, guard the territorial fishing rights within the three-mile limit, and do many other things to develop the Murman coast and its fisheries, and the great northern governments of Archangelsk and Olonez. It will take years to carry out this ambitious scheme of development, though the vast amount of work already done is very surprising. North Russia is very rich in two resources, and the purpose is to fully develop them. These are the fisheries of the White Sea, and more especially of the Murman coast, and the vast forests, largely of pines, that stretch away, south of the tree line, clear across the two Northern governments, equaling in size and value most of the great forest regions of the world. The intention here is to describe the development already achieved along the Murman coast, and particularly the founding of Catherine Harbor, named after Empress Catherine II.

The site of Catherine Harbor is in the narrow, fiord-like Bay of Kola. Before establishing the first harbor on the Murman coast a number of places that appeared favorably were studied by the first surveying party in respect of their position, depth, area protection against wind and waves, etc., and the site finally selected for the first harbor bore off the palm in most respects. South of it, on the same inlet, was the fishing town of Kola, 40 miles from the sea, and a badly situated fishing port on account of the limited water room, sandbanks and the ice that makes it unattainable for some months in Winter. No steamers of any size could reach it. So the scheme was suggested of wiping out Kola.

The Russian Government decided in 1897, the year it sent the North commission to the coast, to take things into its own hands in the grand style familiar to those acquainted with Russian history. Three things are needed to make a modern port, namely, shipping, good accommodations for shipping and seafaring people, and population. The Russian navy and the Kola fishermen could supply the shipping, the Government could provide all the accommodations, including dwellings for the pioneer settlers, and every human being in Kola could be moved down to the new port to figure as inhabitants. This is exactly what has been done, and scarcely any other government would do it. The result, thus far, is a great success, and Catherine Harbor takes its place among the ports of the world with much promise of usefulness and amid the enthusiastic plaudits of all Russia.

After the authorities at St. Petersburg had commanded the building of the port, a large sum of money was transmitted to the Governor of Archangelsk, of whose province the Kola Peninsula is a part, and the work of constructing the buildings for the new port began at his capital, Archangel, which is on the south shore of the White Sea, some 400 miles southeast of Catherine Harbor. The Winter climate of most of the Murman Coast is far milder than large parts of Russia 1000 miles further south. The mean Winter temperature of Catherine Harbor is much higher than that of St. Petersburg. The port of the great capital and that of Archangel are closed by ice for several months, while that of Catherine Harbor is ice-free. Still, every stick of timber used in building the new town had been imported, and a large part of the buildings were constructed at Archangel and transported in sections to Catherine Harbor. No timber grows on the Murman Coast, and though there is excellent timber near the south shores of the peninsula, it was less trouble to take the lumber sawn in Archangel and construct the buildings there. Granite quarried near the site of the town was the material used for some of the large buildings near the bay, but all the other houses are of wood with granite foundations. All the material used in building operations, except granite, was brought from Archangel or St. Petersburg. In the Summer of 1897 some of the docks and stone buildings near the shore were completed, and also 18 large wooden houses in which to shelter the working force. In the following year about 150 cottages were erected, and the fisher folk of Kola, with all their belongings, were moved down to their new homes.

Since then improvements and enlargements have been going steadily forward. Among the public buildings are the Government House, a common school, a fisheries school, a biological establishment, telegraph office and District Court. All the fresh water is piped from Lake Bokowoje, in the rear of the town, and the main pipe line from the lake to the largest dock in the harbor is about six miles in length. This lake supplies all the vessels in the harbor with their water stores, and also feeds a large bathing establishment, where the populace may enjoy the luxury of warm baths at government expense. Electric power was obtained by utilizing a number of waterfalls in the streams that carry the outflow of little lakes to the bay, and the necessary plant was so speedily procured and put in operation that electricity illumined the two months' night during the Winter of 1897-98. To insure the best health conditions for the town, the tundra back of its was drained by running through it about two miles of ditches. The harbor was connected with the city by means of a street-car route, horses at first supplying the motive power, but at last accounts the trolley system had been introduced. Over 1500 cubic meters of blasting in granite was required during the building of the road, and at the same time a wagon road was built from the harbor to the town.

The technical superintendence of the whole work has been in the hands of a Norwegian engineer, with several assistants, and on an average 200 Russian and 70 Norwegian workmen have been employed in addition to the men sent from Archangel to erect the buildings. The work has not paused for the polar night, but has gone on during the two months of Winter darkness, which is largely dispelled at this Arctic port by the brilliant illumination that electricity gives. It must be remembered that this is a settlement on the remote edge of civilization, and it has not been necessary or possible as yet to do things on a large scale. The public buildings, the harbor improvements, the docks and warehouses are all on a small scale, and, though substantially are very economically built. Of course, all the labor employed was procured at the rock-bottom prices prevalent in Russia. The total sum expended up to February, 1898, was a little less than $500,000, and it is doubtful if up to this Summer, when the formal opening of the port is to occur, much more than $1,000,000 will have been expended. Not a dollar has been spent on the harbor itself, for it is not deficient in any natural requirement.

This is the port which is to be kept in constant communication with the mouths of the Yenesei and Oby Rivers in the Summer season by the use of ice-breakers. The Sun has already told of the two vessels on the Marakov model that have gone north this season to clear this track for merchant marine in the Arctic Ocean. The home station of the famous ice-breaker Yermak is to be Catherine Harbor. Plans are now on foot for a drydock particularly adapted for the use of the navy.

The great advantages of the harbor as a naval port are that it is ice-free, and that warships sailing out of it into the open ocean may in seven or eight days appear in the North Sea through the entrance to it between Norway and Scotland, two-thirds as wide as the sea itself. In time of war, therefore, a Russian fleet stationed at Catherine Harbor will be a direct menace to any hostile power having a sea front on the North Atlantic or the North Sea, while with her fleet centered in the Baltic, Russia would run great risk of having her naval power cooped up in that inland sea, because its passages to the ocean are narrow and might easily be blocked.

Russia also proposes to be in close touch with her new port by rail. This road will be about 800 miles long, its building is assured, the work will be started this year, and it is expected that within three or four years trains will be running between the termini. This railroad, with the others that have been completed or are building to Archangel, will finally put the rest of the Czar's European empire in full touch with the vast and hitherto sadly neglected northern governments. Little more than the most interesting and novel feature of an enormous undertaking has here been described. We see Russia today in the midst of an immense enterprise, which she is carrying on in behalf of her polar lands. Boundless energy and courage inspire her work, and they are born of the firm conviction that her polar coasts and lands have great advantages which may be turned to large practical usefulness. Intelligent Russians are intensely interested in the progress and development of these schemes with which a considerable number of official reports and a good deal of newspaper correspondence have kept them conversant. The great movement has hardly attracted the attention it deserves in other countries. The best statement yet published outside of Russia concerning all the aspects of the Russian north and the Murman Coast and the work of development now in progress appears in "Petermann's Mittheilungen," from the pen of Captain Immanuel. Some of the facts here given are from his article, and others have been collected elsewhere. These facts are based upon data on the maps that illustrate his monograph.

A Year Behind.

Indianapolis Press.

A missionary at one of these out-of-the-way stations, where mail comes to him but once a year, says he subscribes for a daily newspaper, and has all the numbers sent him at once. He arranges them in consecutive order, and every morning after breakfast, on the right day of the month, reads his paper that is just one year old. "In this way I get my news consecutively," he says, "and enjoy a morning paper all through the Winter, for I do not allow myself to read ahead. You cannot imagine what company it is, and how civilized I feel."

STILL MORE CREAMERIES

THE SUCCESS OF THOSE IN OPERATION ENCOURAGE OTHERS.

Butter and Cheese-Making Will Soon Become a Prominent Industry in Oregon.

New creamery enterprises now in course of contemplation include the establishment of a skimming station at Woodburn by the Columbia Creamery Company, of Portland, which it is expected will be ready to receive milk for skimming about June 30; the location of a creamery at Silverton in the near future, parties having been engaged in endeavoring to get one started there for some time, and the interest being manifested by the citizens of Lebanon, who have already held several creamery meetings, will no doubt result in the establishment of a plant at that point.

Attention is directed to the fact that the above report deals with the advancement in the dairying industry in but two counties of the Willamette Valley—those of Marion and Linn—where it has made rapid strides. No less energy and enterprise is being displayed in other sections of the Valley. The creamery at Corvallis was recently leased by Mr. J. C. Kaupisch, of Portland, who is fast building up a large patronage in that community. Mr. Eldridge, of Newberg, is awaiting the completion of a building now under course of construction at Independence before opening up a plant at that point, where the milk supply from 250 cows has been guaranteed. The people of Sheridan have completed arrangements for the location of a cheese factory there.

There are seven creameries in operation in Washington County, turning out something like 40,000 pounds of butter per month. Newberg has a creamery, North Yamhill a cheese factory, and the citizens of Gaston are negotiating for a creamery plant.

In Clackamas County there is a cheese factory at Logan, receiving 1850 pounds of milk daily, producing an average of 210 pounds of cheese per day.

This marvelous growth in the dairying industry has occurred since the efforts of the traffic department of the Southern Pacific were put forth in a movement to interest the farmers in the profits and advantages to be derived from the establishment of creameries and diversified farming. One of the first steps in the movement was the publication in The Oregonian of March 6 last of a statement from the Albany co-operative creamery for 1899, showing the profits of the business, which was compiled at the direction of General Freight and Passenger Agent Markham. It contained a complete review of the Albany industry, favorably compared with the results obtained by creameries of Freeborn County, Minn., the model creamery county of the United States. Several thousand copies were afterwards issued by the secretary of the Travelers' Protective Association and mailed to each member, accompanied by a circular letter requesting them to give as much publicity to the matter as possible by talking it up in their travels throughout the state. Copies of the article were also struck off and used in large numbers by creamerymen in the work of securing patronage from farmers in communities where they were about to locate. Many other factors have contributed largely to the very excellent results accomplished. The press all over the state joined in giving publicity to the industry, keeping it constantly before the people, and a number of meetings were held at various places under the auspices of the Oregon Agricultural College experiment station and the traffic department of the Southern Pacific Company. Such meetings have been productive of splendid results, and will be continued from time to time, it being confidently expected that as the Willamette Valley is pre-eminently a dairying country the time is not far distant when practically every farmer will be within easy reach of a creamery, skimming station or cheese factory.

The Cost of Investigations.

Indianapolis Press.

The Paris Peace Commission cost the Government $155,102 57. The Philippine Commission cost $126,420 57. The investigation of the conduct of the war by the commission of which General Grenville M. Dodge was President cost $106,144 54. The work of the secret service during the war cost $18,862 96. The investigation of conditions in Cuba and Porto Rico by Robert P. Porter and Gonzalo G. Quesada, which resulted in the dissolution of the insurgent army, cost $13,273 35. The investigation into affairs of Porto Rico cost $12,637 57.

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