OREGON: PAST AND PRESENT

BY WILLIAM MACLEOD RAINE

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To "Old Oregon"—comprising the present States of Oregon, Washington, Idaho and parts of Montana and Wyoming—a special interest attaches by reason of the fact that it is the only territory possessed by the United States to which the title has been acquired by discovery. About it centers our "National epic of exploration," as well as the keenest contest for territorial supremacy that has yet been waged without bloodshed on the American continent. The coast country bordering on the North Pacific has been in turn claimed by Spain, Russia, France, Great Britain and the United States, but the survival of the fittest has left only the Anglo-Saxon cousins to shake hands across the boundary line between "Old Oregon" and British Columbia.

In the brave old days when nations claimed a continent because some frail craft timorously touched its coast and hoisted a flag between tides, Cabrillo and Ferrelo, representing Spain, then the first nation in Europe, sailed along the North Pacific and sighted Cape Blanco. More than two centuries elapsed before Juan Perez in 1774 discovered Nootka Sound for Spain. A year later Heceta, skirting the coast under the same flag, filed a caveat on behalf of his nation for everything in sight.

But Vitus Behring had already on July 18, 1741, hoisted the Russian colors while exploring the coast of Alaska. He also discovered that the icebound north was rich in seals and furs, and as early as 1798 Slavic traders and sailors occupied the North Pacific for commercial purposes, claiming the whole country from Behring Strait to the mouth of the Columbia. In 1812 the Russians founded by permission of the Spanish a trading post at Bodega Bay, near San Francisco. So they occupied points both north and south of Oregon. England and the United States protested against this, and Russia was forced to withdraw reluctantly from the struggle for Oregon.

The claims of Great Britain and the United States to the disputed territory were of a more substantial nature. They rested on exploration as well as discovery, and depended upon occupation and possession for their strength. For England, Sir Francis Drake, Captain James Cook and Captain Meares made voyages of exploration on which claims more or less fragile were based, but Great Britain's valid rights to territory in the Northwest rested upon the voyages of Vancouver and the explorations of Sir Alexander Mackenzie. Curiously enough, both these Englishmen, by a singular oversight, left a flaw in their titles to the Oregon territory, while establishing beyond a doubt their country's right to the land farther north.

The First Americans.

On April 29, 1792, Captain Gray, a young American in command of the Columbia, fitted out in Boston for the purpose of fur trading, spoke to Vancouver, who, with three consorts of the royal navy, was then exploring the Northwest Coast. The American told him that he had been for nine days at the mouth of a great river farther south, but had been unable to enter because of the outsetting tide. The British captain discredited this report. He had already observed the coast recession at this point, but had decided that there was no inlet. Heceta, for Spain, and Meares, for Great Britain, had already missed the mouth of the river. Now, Vancouver, too, lost to his nation the chance that comes only once in a lifetime. On May 11 Gray entered the river with all sails set, hoisted the American flag, and remained till the 20th.

The first man to cross the American continent was Sir Alexander Mackenzie, who started in 1792 up the Peace River in a birch bark canoe on a search for a route to the Pacific. Already by mistake, while searching for this route, he had ascended the river which bears his name, to the Arctic Ocean, and had acquired for Great Britain the immense Hudson Bay country. He now crossed the summit of the Rockies, and came upon waters flowing toward the Pacific. This river was the Fraser, but he mistook it for the headwaters of the Columbia. Following it for a distance, he finally reached the Pacific just north of Vancouver Island, at the mouth of the Bellacoola River. He then journeyed up Cascade Canal and on a large rock painted: "Sir Alexander Mackenzie, from Canada, by land, the twenty-second of July, one thousand seven hundred and ninety-three."

There is no more interesting story in the history of colonization than this one of the fight for "Old Oregon." It was a contest of hard work and endurance, and brains and diplomacy. First the Spaniard, with all the glamor of the brilliant steel-clad adventurer, strode across the stage of its history, but there was not in the haughty Don the stuff that endures. The Slav made his spurt, but at last tacitly surrendered the field to the Anglo-Saxon. The Gaul, warm-hearted and vividly imaginative, eager for empire and the salvation of souls, labored mightily to win this new continent for France. Far and wide her voyageurs, her coureurs de bois and her devoted missionary priests carried the influence of the motherland. But the instinct for practical colonization was lacking to the Frenchman. The strenuous Anglo-Saxon shouldered him out of the field. His grip on the mortaland loosened. The Hudson's Bay basin, Newfoundland, Acadia, and finally Canada itself were won in turn by England.

Yet France was virile, even though she was no match for her sturdy rival. She still cherished dreams of sovereignty in the New World. Driven from the north, she turned to the south. The mighty Napoleon, possessed by his tridescent dream of universal empire, bought back the western half of old Louisiana, and so, under the ancient Spanish title, claimed Oregon. A few years later, hard-pressed at home and fearful lest England might take it perforce, he sold to the United States Louisiana, including his title to Oregon. There remained then in the field only Great Britain and the United States—the Anglo-Saxon had held on grimly.

Who Saved "Old Oregon?"

Much controversy has been waged as to who saved "Old Oregon" to the United States. In the list of claimants the name of Thomas Jefferson must be accorded a conspicuous place, for it was through his zeal that the Lewis and Clark expedition had its inception. For 20 years Jefferson had cherished the idea of an expedition to explore an overland route to the Pacific to the latitude of the United States. Before the Revolution was well ended he was writing to General George Rogers Clark about it:

"I find they have subscribed a very large sum of money in England for exploring the country from the Mississippi to California. They pretend it is only to promote knowledge. I am afraid they have thoughts of colonizing into that quarter. Some of us have been talking here in a feeble way of making the attempt to search the country. But I doubt whether we have enough of that kind of spirit to raise the money. How would you like to lead such a party? Though I am afraid our prospect is not worth asking the question."

As a private individual, he made repeated efforts to promote the exploration of the Northwest, but it was not until he attained the Presidency that his pet plan reached fruition. He was at the head of a political party that was opposed to public expenditure of the National funds for such purpose, but, as the Louisiana purchase was to show a few months later, Jefferson was great-minded enough to free himself at times from party principle. The exploration of the watercourses of the Pacific was held by him to be a matter of National import, and in 1803 he secured from Congress an appropriation of $2500 "for the purpose of extending the external commerce of the United States."

It is entirely probable that Jefferson coveted for the United States this great stretch of unexplored territory in the Northwest, but the ostensible object of the Lewis and Clark expedition was scientific and commercial rather than political. That it directly induced a train of events that later put the United States into a commanding commercial and political position on the Pacific is indubitable. It was the first and most pregnant of a series of now historic happenings that eventually added to our Federal Union a group of states of the greatest promise. From it was born to the National consciousness the desire of winning this territory for the Union. Future Government explorations under Long, Pike, Fremont and others found their justification in its success.

Lewis and Clark.

On May 14, 1804, the Lewis and Clark expedition, numbering at first 30 persons, left the mouth of the Missouri on its long journey into the unexplored wilds. The command was vested in two sturdy young Virginians, Captain Meriwether Lewis, a grandnephew of George Washington, and Lieutenant William Clark, whose brother, George Rogers Clark, was a distinguished Revolutionary General.

This journey across the continent was an undertaking not less arduous than that of Stanley in his excursions into the heart of Africa. Tact, wisdom, endurance and a high quality of leadership were requisites to success in this march of over 4000 miles to the sea through hostile Indian tribes. The first Winter was spent at Fort Mandan, N. D., whence the explorers continued to the Three Forks of the Missouri, up the Jefferson Branch and across the Continental Divide at Lemhi Pass. The Bitter Root range was crossed to the Clearwater, which stream was followed to the Snake, the Snake to the Columbia, and the Columbia to the Pacific. The historical importance of the acquisition of "Old Oregon" as a direct sequence and effect of the Lewis and Clark achievement is not likely to be overestimated. The Pacific Coast was then more remote from New England than China or India, its inhabitants more strange and the difficulties of access a hundredfold greater, yet today a young giant of an empire stands as a monument to Jefferson's foresight and his lieutenants' energy and intrepidity. That the Centennial Exposition in contemplation should be held at Portland in 1905 to commemorate this great historical event is eminently fitting.

The first of America's long list of captains of industry whose big brains have conceived and carried out gigantic commercial enterprises was John Jacob Astor. He had already become a millionaire in the fur trade, but it was his dream to establish a long line of trading posts to stretch across the continent. In 1811 he, together with Ramsay Crooks and other partners, built a fort at the mouth of the Columbia and named it Astoria.

Neck and neck with him in the race for the "Old Oregon" fur trade was the great Hudson Bay Company, which had been chartered by Charles II in 1670, with the exclusive privilege of establishing trading posts on the shores of that bay and its tributary rivers. Gradually this company had consolidated and extended its operations, till it was almost invincible. In Western British America it crushed competition, absorbed its rivals and became a great political power. The Hudson Bay Company stood for Great Britain in the Northwest, and fought stubbornly, unyieldingly for Oregon. For long it was an irrestible force. It controlled territory to exceed the United States today, including Alaska and the Philippines. In fact, so far as the Northwest was concerned, the Hudson Bay Company was Great Britain. Their officials made and executed the laws, controlled the commercial input and output, throttled rival companies, built roads, posts and forts. So absolutely did it dispense justice that in the hands of its managers lay the power of life and death. Its thousands of employes trapped and traded through the pathless forests. Its chain of posts stretched across the continent, and began to reach down along the Pacific toward California. Its story beggars romance. When in 1846 England conceded the right of the United States to Oregon, the company claimed property within the territory amounting to $3,000,000.

Dr. John McLoughlin.

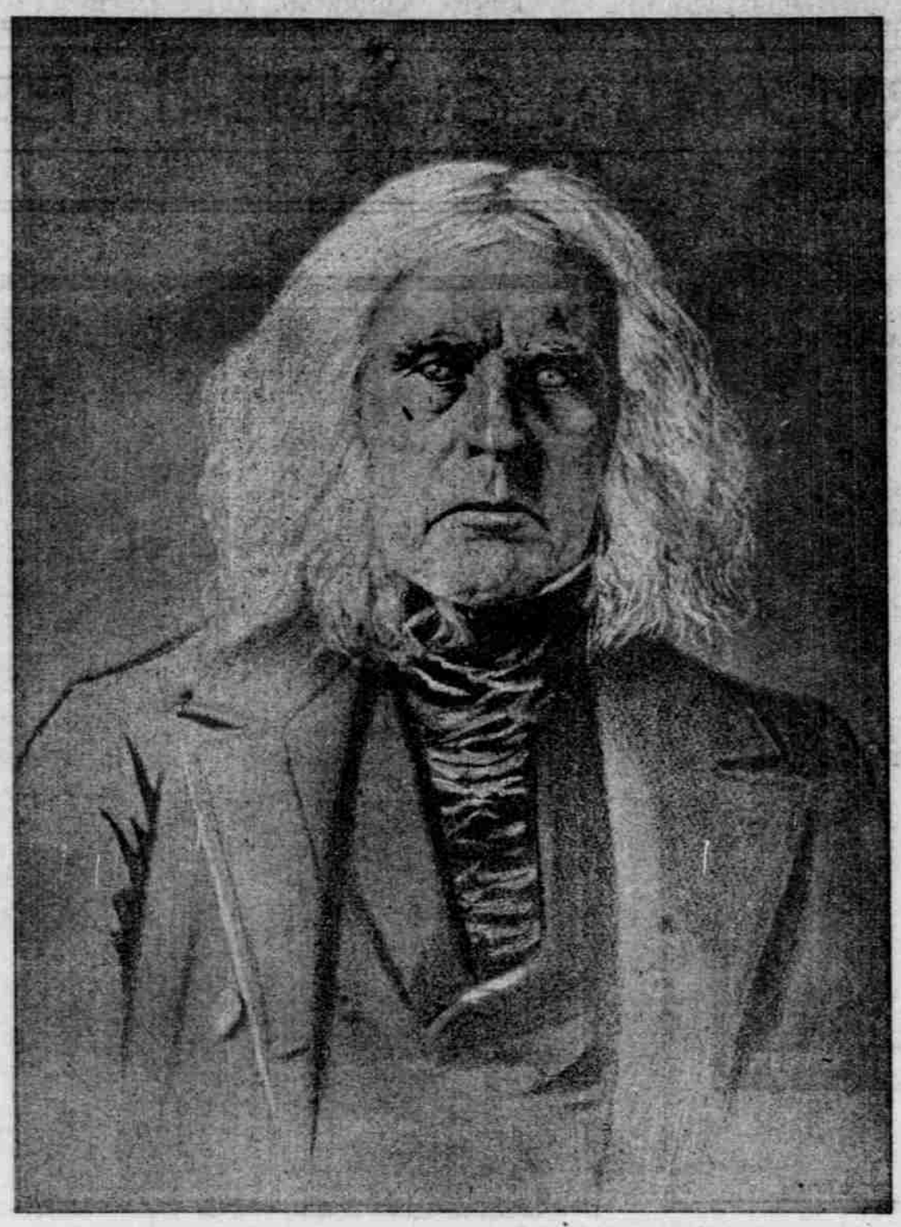
Before Astoria had yet been completed, the Hudson Bay Company, through its agent, Dr. John McLoughlin, began to build at Fort Vancouver. Soon, like ants from the heap, Canadian trappers spread out over the surrounding country in the search for furs. This was tantamount to a declaration that England was in the fight for Oregon to a finish. Both parties to the controversy were alert and energetic, and for long the lines of battle were drawn between them. Betrayed by his partners, Astor's fort fell into the hands of the British, but at the close of the War of 1812 was returned, according to the terms of the treaty of peace, which left each nation in control of territory possessed by it before the war.

The policy of the Hudson Bay Company was to hold back civilization, and to retain Oregon as a great game preserve; the policy of the emigrants from the states was to settle and civilize it. This difference in strategy, by filling the country with Americans, ultimately determined which country was to hold sway over the territory. But for a long time the Canadians were numerically, commercially and politically in the ascendant throughout the Oregon country. Nathaniel J. Wyeth, a shrewd New England trader, ventured to contest the field with the Hudson Bay Company, but he fought a losing fight. His foes were too strong, too watchful, too well established. They outbought and undersold him. No less an achievement than the linking together of the trade of both ends of the continent in one vast monopoly was their aim. Dr. McLoughlin was personally courteous, genial, hospitable, a charming host, yet he never relaxed his vigilance. In those old stockades of the company where the Highland Macdonalds, the Mackenzies and the MacTavishes held sway in old feudal fashion, feasting and revelry might be the order of the night, but none the less the shrewd Scotchmen watched with lynx eyes the interests of their employers. Wyeth, beaten at all points, was forced to sell out to his stronger opponents, and, save for a little American outpost at Astoria, Dr. John McLoughlin, the genial autocrat, ruled alone over his feudal dependents in wise, tolerant and broad-minded fashion.

Early Missionaries.

Hard on the heels of the explorer and the trapper came inevitably the pioneer and the missionary. Rev. Jason Lee, the Methodist, was on the ground with Wyeth, and remained after that sturdy trader had been forced out by competition. Then came the Marcus Whitman party, sent out by the American Board of Commissioners for Foreign Missions. Of Whitman's famous Winter ride back to civilization, of his efforts to interest influential politicians in the Oregon question, of the large party of immigrants which he led back across the Rockies next year, and of his martyr death in the Indian massacre shortly after, there has been much written.

While Whitman was still in the East there convened at Champoeg, May 2, 1843, a public meeting of the inhabitants of the Willamette for the purpose of organizing themselves into a civil community under the American flag, and independent of the authority of the Hudson's Bay Company. The Canadians attending the meeting were naturally opposed to the proposed plan, but by the close vote of 52 to 50 the first American Government on the Pacific Coast was organized. The result of this was far-reaching, and had great effect in determining the future of Oregon. It is indisputable that the wise laws enacted by the Provisional Government, and the inflexible justice with which they were administered contributed very largely to the future prosperity of Oregon. This organization not only made adequate provision for protection to life and property by an equitable, competent and economical government, but it also by an overt, formal act declared the purpose of those settlers owing allegiance to the United States to hold the country for the Stars and Stripes against all comers. By prior discovery, by prior exploration, by prior settlement, by the acquisition of the old Spanish title through the Louisiana Purchase, they felt the title of the United States to be good; they did not purpose to let it lapse for want of energy.



DR. JOHN M'LOUGHLIN.

The Oregon Question.

Up till this time, ever since the first days of the joint occupation treaty, the British influence had been dominant, but now, with the increase of American immigration, the balance of power gradually shifted. The Oregon question became a vital issue in politics. Relations between Great Britain and the United States grew strained over the boundary problem. "Fifty-four forty or fight," "Oregon to Alaska," became Presidential battle cries. More acute and bitter grew the matter; war was imminent. Then great-hearted Rufus Choate said the right word at the right time:

"In my judgment this notion of a National enmity of feeling toward Great Britain belongs to a past age of our history. We are born to happier feelings. We look on England as we do on France. We look on them from our new world, not unrenowned, yet a new world still. And the blood mounts to our cheeks; our eyes swim; our voices are stifled with emulousness of so much glory; their trophies will not let us sleep; but there is no hatred at all, no hatred; all for honor, nothing for hate. If you will answer for the politicians, I think I will venture to answer for the people."

The better counsel prevailed, and the war clouds lifted. Concessions were made by both sides, and in 1846 a treaty was concluded with Great Britain, according to the terms of which the Northwest boundary ran along the 49th parallel westward from the Rockies, just north of the present State of Washington.

The journey to Oregon across the plains took six months of most arduous travel, but for some years the migration had been so steady that the young commonwealth, separated though it was by thousands of miles from the rest of the country, felt justified in asking for a territorial form of government. Judge J. Quinn Thornton was sent to Washington by the Provisional Government to ask Congress for this. The bill which he drew up and presented to that body contained an anti-slavery clause. Strong inducements were offered him to withdraw the objectionable feature, but as the people had twice voted adversely on the question of slavery, and had incorporated a prohibitive clause in their temporary constitution, he felt that the bill as it stood represented their wishes, and refused to amend it. There was in consequence a bitter fight in Congress over the bill. Senators Calhoun and Butler, of South Carolina, Jefferson Davis and Foote of Mississippi, Mason of Virginia, and others fought the measure to the end. It was warmly defended by Webster, Benton, Douglas, Dix, and Houston of Texas, and eventually, after a bitter, acrimonious debate, passed both Houses on August 14, 1848.

The Governorship of the new territory was offered to Abraham Lincoln. He declined it, but there is room for curious speculation as to how the future of our country would have been affected had he accepted, and so cut himself from any chance of the Presidential nomination ten years later. General "Joe" Lane, a Mexican War veteran, was then appointed first Governor. In 1859 the Territory of Oregon was admitted to statehood.

A comparison of the first official census of "Old Oregon," taken in 1850, with the latest Government enumeration, is not without interest. The population of the territory at that time was 13,294. In the same country there are now, according to the latest count, 1,168,116 residents. Portland has grown from a village of 821 inhabitants to a beautiful city of 90,426 persons.

To this day Oregon retains the peculiar and individual characteristics which she inherited from the pioneer settlers. There was about them something of the same intrepid spirit that fired the old Puritans. It was the spirit of adventure and the lust for gold that sent the Argonauts to California in '49, but the Oregon pioneers were possessed rather by a combination of religious and patriotic enthusiasm. The missionary element was strong, and, even among those of the immigrants who had not been distinctively influenced by the religious impulse, there was a sturdy seriousness of mind and steadiness of purpose that augured well for the future of the young country.

Oregon is more sufficient to itself than the neighboring States of California or Washington. It is more steady and conservative, less cosmopolitan. While it is as progressive as either of them, tradition holds greater sway. The social relations of the early settlers were by reason of isolation unusually close, and that kindly community interest has perpetuated itself even to the present time. Portland is a stable city, steadfast and sure. Quietly and unobtrusively it has pushed forward to a commanding commercial position on the Pacific, until today it is one of the richest cities per capita in the United States. A curious testimony to this tenacity of local feeling may be found in the fact that nobody except a native Oregonian has ever made a distinctive success of a newspaper in Portland. A stranger, no matter how alert and how competent he might be, has found himself continually stumbling against the local prejudices, which still strongly endure. Even to the present writing Oregon has only one metropolitan newspaper. This paper is part and parcel of the history of Oregon, and, irrespective of politics, it suffices for the people of the "Webfoot State," holding for them something of the position of unassailability that the Thunderer used to hold in England.

Portland as a Seaport.

That Portland, Oregon's leading seaport, is a long way from the sea must be conceded, but of the leading 22 seaports of the world, ten of them are more than 50 miles inland. Granted access to the sea, every other condition in the growth of a port must arise from the land. The commercial metropolis of a region must be that point nearest the center of production that can be most easily reached by the class of transportation employed in the transaction of its commerce. It is here that Portland has in some respects the whip-hand of every city on our Western Coast. From the northern to the southern boundary of the United States runs a chain of rugged mountains that separate the Pacific Coast from the country back of them. Railroads pierce these mountains at elevations ranging from 2800 to 7000 feet. At only one point, by way of the Columbia River Valley, may they be crossed at water level and the long mountain haul eliminated from the cost of transportation. Portland, at the confluence of the Willamette and the Columbia Rivers, is the natural gateway to the rich valleys of the Rogue River, Umpqua, and Willamette on the south, and to the Columbia Basin north, east and south. From all directions land lines of transportation converge toward Portland at easy grades, and the natural effect has been that railroads radiate from Portland, making the city the greatest railroad center on the Pacific Coast. The jobbing business of the city now reaches annually $120,000,000. As a wheat shipping port but four cities of the United States outrank the Oregon metropolis, its shipments for the year 1901 aggregating nearly 18,000,000 bushels. Its lumber exports are the greatest of any city on the Coast. The vast fields of Eastern Oregon, Eastern Washington and oNrthern Idaho send down much of their produce by the water-level haul to tidewater via the Portland route. From the Willamette Valley, the Southern Pacific alone hauled 3067 carloads of produce as early as 1897.

Not only does the Columbia River afford cheap and easy means of communication between Portland and the rich interior ,it is also the medium of access for deep-draft vessels from the sea to the city. The Columbia is to the Northern Pacific Coast what the Mississippi is to the midland states. With its tributaries this river, the second largest in the country, drains an immense area of about 245,000 square miles, of which 182,000 miles lie east of the Cascades. This latter region equals the combined area of the New England States plus that of New York, Pennsylvania, New Jersey and Maryland. Its navigable waters, including tributaries, aggregate over 2000 miles, and, unlike the Mississippi, seek the ocean in lines parallel to the channels of trade rather than at right angles.

Much money has been spent by both the Government and the people of Portland in improving the Columbia channel. At its mouth a jetty has been built that makes it possibl efor vessels with a draft of 25 feet to ascend and descend without trouble. There is on foot a project to open the river to steamers from Lewiston to the sea, and if this is accomplished much benefit will undoubtedly accrue to the state. During the year 1901 no less than 53 steamers with an average carrying capacity of 5000 tons cleared for all over the world; many of these are Asiatic lines engaged in the India, China and Japan trade. During the same year the lumber export was the largest yet handled, 12 vessels alone carrying over 36,000,000 feet.

Greatest Timber Belt in the World.

The greatest timber belt in the world is to be found in Western Oregon and in Washington. According to Government reports, Oregon has about 235,000,000,000 feet of standing timber, mostly fir, cedar, hemlock, spruce and larch. As there is now cut in the state about 1,000,000,000 feet annually, there is still enough timber left to last for several hundred years at the same rate of cutting, providing sufficient and much-needed precautions are taken for the elimination of forest fires. In the timber lands of the Eastern states a yield of 6000 feet of first-class timber is a good average, but in the lavish Northwest 200,000 feet to the acre is not unusual. A fir tree 465 feet high and 220 feet to the first limb was recently cut down. This tree scaled 36,245 feet of lumber, as much as ten acres of average Eastern timber. From the Northern Pacific ports timbers 100 feet long and two feet square are constantly being shipped, and to supply this demand for large timbers there is but one possible source in the world.

For shipbuilding, masts, bridge timbers, car sills and other needs demanding a combination of great length, strength, durability and lightness, the Oregon fir is unrivaled. Government tests show that under pressure it has nearly twice the strength of oak and three times that of pine. From each of the five continents the demand for it is continually increasing. The German Emperor's new yacht has Oregon fir masts and booms, and the royal standard on Windsor Castle floats from a flagstaff of the same wood. The surprising feature of Eastern lumbermen visiting the forests of the Northwest for the, first time, is the great size of the logs handled by the sawmills, as well as the great height attained by the trees before the first limb is reached. Trees that were standing when Columbus first discovered America, and were giants when Gray first put into the mouth of the Columbia, are still sound to the core.

Climate of Pacific Northwest.

The climate of the Northwest along the coast is so modified by proximity to the ocean, by its hedge of mountains, and by the Japan gulf stream, that latitude is not by any means the most important element in its determination. Because of the different modifying circumstances, a more diverse climate is hardly to be found than that of Oregon, the different conditions being produced by its topographical features. Roughly speaking, Oregon is bisected by the Cascade Mountains, which run north and south through the state. What is known as Western Oregon is traversed likewise by the Coast range. The warm, moisture-laden air, passing from the ocean, reaches the higher altitude of the first range, is condensed, and falls in the form of rain, so that along the coast an annual rainfall of 60 to 70 inches is not exceptional. The moisture which is not precipitated here is carried across the range and distributed through the Willamette, Umpqua and Rogue River Valleys, decreasing from 46 inches at Portland to 20 inches at the California line. A common belief prevails that it rains "with less trouble in Oregon than any other plac eon earth." That this opinion is founded on a misconception is patent when one considers that the annual rainfall of New Orleans is 60 inches; of Galveston, 48; of Jacksonville, 54; of New York, 54; of Boston, 45.

The productiveness of a region is dependent more upon an invariable rainfall and an exemption from extreme ranges in temperature than upon any other condition. The distribution of temperature in these rich valleys is constant and equable, owing to the balmy influence of the "chinook" winds, which sweep in from the warm waters of the ocean, and to the fence of mountains which, acting as a barrier to the cold northern winds, deflect to the east the frigid currents that otherwise would sweep across this section. Comparatively speaking, the Summers are cool and the Winters are warm. The year is divided into two seasons—the rainy and the dry. Between November and April the rain falls pretty continuously, and during thesemonthsaman shouldkeep hi seye on his umbrella and overshoes. One fact, however, to be noted in connection with the heavy rainfall is that, because of the nature of the soila nd physical features of the country, there is no malaria. Indeed, the official statistics of the Government show that the states of the Columbia River basin are the healthiest three in the Union. The yearly number of deaths per thousand of population in Idaho is 6.62; in Oregon, 8.76; in Washington, 9.08—as compared with 19.16 for Massachusetts, 16.58 for New York. That is, in Massachusetts there are three deaths in proportion to the population for every one in Oregon. The same fact is shown by the death rate of troops stationed in different parts of the country. In New York the annual mortality among the soldiers is one in 65; in Texas, one in 67; in New England, one in 283; in the Pacific Northwest, one in 539.

Amazing Agricultural Resources.

There is probably no country in the world so rich in natural resources that is at the same time so sparsely settled. The diversity of agricultural possibilities is continually being shown by successful experiments, and the richness of the river valleys beggars description. The Northwest is pre-eminently th ewonderland of production on the continent. A farmer in the Hood River country raised on four acres 800 bushels of potatoes, that nearly all ran from three to eight pounds apiece. There was not in the lot one that weighed less than a pound. Squashes weighing as much as a large man, pumpkins tipping the scale at the hundred-weight, watermelons larger than the Southern pickaninnies, whose eyes would bulge at seeing them, turnips larger tha none's head, pears and apples with a circumference of half a yard, are to be seen at the annual fairs of Salem and The Dalles. The biggest apples, the biggest pears, and the biggest cherries at the Chicago exposition were from Oregon, and the charge cannot be made against them that what they gain in size they lose in flavor. The Pomological Society, which is the highest authority on fruits in the country, awarded to the State of Oregon the Wilder medal for the horticultural exhibit at the Pan-American. The "Webfoot State" stands first in the production of hops, raising about one-third of the country's total production. So far as is known there is no spot on earth, with the exception of Eastern Oregon and Washington, and the adjoining valleys of Idaho, where three or four crops of wheat may be harvested from one sowing. Yet since the first settlement of the country these "volunteer" crops have been reaped. A second crop from a single seeding is officially reported to have yielded 30 bushels to the acre.

On the vast semi-grazing lands of Eastern Oregon the raising of cattle, horses and sheep is an increasing industry. Here the bunch grass obtains, and the animals fed on it thrive excellently. During the cold weather which sometimes prevails east of the mountains the stock suffers, but as a general thing it does well in the open air, Winter and Summer. As irrigation increases, much of this grazing land will be reclaimed for farming purposes, but, as the water is more carefully utilized to produce alfalfa and other feed, a much larger number of cattle may be fed on the same territory.

Fisheries.

It is a great thing for a country to be rich not only in its lands, but in its waters, and the waters of the Pacific Coast teem with riches in the form of fish. Here are to be found cod, herring, halibut, shad, sole, smelt and sturgeon. Here, too, trout of various kinds may be found in the lakes and mountain streams. But above all, "Where Rolls the Oregon," are to be found the great salmon packs which have made the Columbia famous, and here alone dwells the royal chinook salmon. Immense quantities of these are packed during the season of the "run," caught principally by means of nets and fish traps. The National Government is taking pains to perpetuate this great industry by the establishment of salmon hatcheries along the streams. Two years ago nearly 11,000,000 young "chinooks" were planted in the streams of Oregon alone.

The development of Oregon's great lumber industry, of its agriculture, its mining, its fisheries, its dairying, its orchards and its stockraising offers an attractive field to the homebuilder whose eyes are turned to the West. Till within the past four years Oregon has been shut up within itself, but the Spanish War, by opening the markets of Asia, has awakened Oregon to a sense of its industrial strength and commanding position; its future is bright with promise.

It is not generally known that Oregon is one of the scenic states of the Union. For rugged, snow-clad mountains, for flimy waterfalls and roaring cataracts, for a picturesque profusion of evergreen and fern, the "Webfoot State" is second to none. From The Dalles the scenery to the mouth of the Columbia is comparable to that of the Hudson. The grand cliff-like palisades of basalt tower for thousands of feet above the river gorge. Mount Hood, Mount St. Helens, and Mount Adams, snow-capped throughout the year, loom white against the sky line. Farther up the river, among the ferns and pines, the Multnomah Falls drop the melting snows 800 feet to the river's edge, while "at The Dalles the vast river is jammed together into a long narrow slot of unknown depth cut sheer down in the basalt." On its banks are the historic forts, Vancouver and the Cascade Blockhouse, with many another long-forgotten camp where civilization first found its way through the wilderness. Here Grant and Sheridan began their military careers; here McLoughlin and Whitman led the vanguard of the Anglo-Saxon settlers; here Astor and Wyeth tempted fortune in the wilds with Yankee pluck. The Willamette and Umpqua Valleys, too, possess their own beauty of stern mountain and perpetual evergreen forest, in addition to the more pastoral charms of waving grain and prosperous homestead rich in fat kine, and loaded orchard, and blooming gardens.

Bird's-Eye View of Oregon History.

1543—Cabrillo and Ferrelo sail along Pacific Coast and discover Oregon.

1578—Sir Francis Drake, in circumnavigating the globe, discovered for England the coast of Oregon, naming it Nova Albion.

1741—Behring discovered Mount St. Elias and took possession of all contiguous territory for Russia.

1774—Juan Perez discovered Nootka Sound and named it San Lorenzo.

1775—Heceta landed on soil of Old Oregon and took possession for Spain.

1778—Jonathan Carver heard from the Indians of a great river running into the Pacific, and called it in a book of travel "the Oregon." Captain James Cook discovered and named Cape Flattery, Cape Foulweather and Cape Gregory.

1778—Francois de la Perouse voyaged around the world and touched the Pacific Coast.

1786—Captain John Meares built at Nootka Sound first vessel ever built on Pacific Coast.

1792—Vancouver explored coast and charted North Pacific waters. On May 11 Captain Robert Gray entered "Deception" Bay and discovered the Columbia River.

1793—Alexander Mackenzie was first white man to cross coditinent.

1803—By purchase, the United States acquired from France her claims to Oregon.

1804-6—Lewis and Clark cross continent and sail down the Columbia to the Pacific.

1810—Captain Nathaniel Winship builds first house ever constructed on Pacific Coast by a white man.

1811—Party under W. G. Hunt and Ramsay Crooks establish trading post at Astoria for J. J. Astor. The English under Dr. John McLoughlin, representing the Hudson's Bay Company, enter Oregon in competition for the fur trade and eventually capture it from the Americans.

1812—War between Great Britain and the United States; Astoria captured but eventually returned at conclusion of war.

1815—Treaty between Great Britain and the United States for the joint occupancy of Oregon.

1832-7—Nathaniel J. Wyeth contests fur-trading field with the Hudson's Bay Company and is forced out by too close competition.

1834—Jason Lee, the missionary, settles with a party in the Willamette Valley.

1835—The Whitman party sent out by the American Board; other missionaries soon join them.

1838-40—Migration to Oregon of many American settlers.

1840—Portland founded.

1842—The famous "Whitman ride" back to Washington to save Oregon.

1843—Organization at Champoeg, on May 2, 1843, of the Provisional Government, the first American government on the Pacific.

1844—Willamette University founded.

1846—"Fifty-four-forty or fight!" War with Great Britain imminent over Oregon boundary question. By treaty, boundary fixed at 49th parallel.

1848—Pacific University founded at Forest Grove. "Old Oregon" given Territorial form of government.

1848-78—Intermittent Indian wars.

1850—Seat of government located at Salem. Population of Portland, 821; first number of The Oregonian issued December 4. Oregon donation act, by which Congress granted each missionary post and each settler 640 acres of land.

1851—Battle of Rogue River fought by Maj. Phil Kearny against the Indians.

1852—Gold discovered.

1853—Washington Territory created out of a part of "Old Oregon;" in 1863 the territory of Idaho was carved from Oregon, and later parts of Wyoming and Montana.

1857—Oregon constitution adopted; majority against slavery 5082, against admission of free negroes to the state 7559.

1858—Oregon admitted to statehood.

1865—First National Bank of Portland, the oldest west of the Rocky Mountains, established.

1866—Cincinnatus H. Miller (Joaquin Miller) appointed judge of Grant County.

1867—First cargo of wheat shipped direct to Australia, on the bark Whistler. Grading began at Portland for Oregon Central Railroad and the Oregon and California Railroad.

1872—University of Oregon chartered and built at Eugene.

1883—The Northern Pacific pushes across the backbone of the continent into Oregon.

1891—Australian ballot law enacted.

1898—Women over 21 made eligible to all educational offices.

1896—Building of Cascade locks on the Columbia by the Government.

1900—Oregon, with an area of 96,000 square miles (equal to New England and New York combined) has population of 413,536. Stands first in production of hops, has greater amount of standing timber than any other state, ranks high in quality of crops, and in many kinds of crops first in quantity produced per acre; holds first place in salmon fisheries. Portland, the principal city, population of 90,426 (an increase of over 90 per cent in a decade), ranks fifth among the cities of the United States in wheat and flour export.

1901—Lewis and Clark Centennial celebration planned for 1905. Nearly a million dollars raised in the state to further it.

Some Famous Men and Women Identified With the History of Oregon.

Juan Rodriguez Cabrillo, Bartholome Ferrelo, Spanish explorers; first white men to see coast of Oregon.

Juan Perez, Spanish explorer; discovered Nootka Sound.

Heceta, Spanish explorer; first white man to set foot on soil of great Northwest.

Vitus Behring, Russian explorer; discovered Mount St. Elias and Aleutian Islands; Russian claim to Oregon based on this.

Sir Francis Drake, Captain James Cook, Captain George Vancouver, Lieutenant John Meares, English explorers.

Captain Robert Gray, American explorer; discovered the Columbia.

Francois G. de la Perouse, Etienne Marchand, French explorers.

Sir Alexander Mackenzie, English explorer; first white man to cross the continent.

Captain Meriwether Lewis, Lieutenant William Clark, + American explorers; crossed continent, sailed down the Columbia to Pacific.

Ramsey Crooks, Wilson Price Hunt, founders of Astoria, the first American settlement on the Pacific Coast.

John Jacob Astor, promoter of Astoria and other trading posts.

Nathaniel J. Wyeth, fur trader.

Dr. John McLoughlin, chief factor Hudson Bay Company; founder of Vancouver.

James Douglas, Hudson Bay factor.

Marcus Whitman, missionary and pioneer.

Narcissus Whitman, first white woman to cross the continent.

John Ball, first schoolmaster on Pacific Coast.

Thomas Jefferson, President of United States; chief promoter of Lewis and Clark expedition.

General John C. Fremont, explorer and soldier.

Jason Lee, Cushing Eels, H. H. Spalding, pioneer missionaries.

J. Quinn Thornton, Territorial Judge and Envoy to Congress.

General Joseph Lane, first Territorial Governor, candidate for Vice-President on Breckenridge ticket in 1860.

Lieutenant U. S. Grant, Lieutenant Phil Sheridan, Lieutenant Joseph Hooker, Indian fighters in command of Government troops; afterwards famous Generals in Civil War.

Schan-na-wich, chief of the Wascoes; led his tribe against the Snakes and the Bannocks under Grant, Sheridan and Hooker.

Colonel E. D. Baker, statesman and soldier; killed at battle of Ball's Bluff in Civil War.

George H. Williams, former Senator; Attorney-General under Grant.

John H. Mitchell, Charles W. Fulton, United States Senators.

George E. Chamberlain, Governor.

Sylvester Pennoyer, former Governor; famous because of tilt with President Cleveland.

Harvey W. Scott, editor The Oregonian.

Henry Failing, William S. Ladd, William Hume, business men identified prominently with growth of state.

Dr. Thomas L. Eliot, Bishop Morris, Dr. A. L. Lindsay, promoters of reform.

M. P. Deady, William L. Hill, W. P. Lord, Judges eminent in jurisprudence.

Joaquin Miller, poet.

Edwin Markham, poet; born in Oregon.

Eva Emery Dye, writer.