

Stagecoach to Jet Planes

Mules Were First Engines; Steamboats had Colorful History; Railroads' Heyday Dramatic

When Eugene produced in 1926 the first of several pageants celebrating development of transportation and business in this region, the show was called the "Trail to Rail" pageant. The trail had been one of two highways of the mountain men and the trappers of the 1830's and earlier. The other had been the river, and the men of those early days used three modes of transportation — their own feet, their animals, and their canoes.

Most of the early settlement of the Oregon country was along the rivers, which furnished handy avenues of travel with a minimum of trouble. The age of steam had not arrived in Oregon in those pre-statehood days, and the first light-draft passenger — and freight — carrying craft were propelled by crews of Indians; the boats were rigged for sailing, but dependable manpower was still essential. Two of the earliest of these boats were the Mogul and the Ben Franklin, operating in the Willamette river in 1848. Soon the number was heavily increased.

First Steamboat in 1850

After the California gold rush, trading vessels moved up the Coast and into the Columbia and the Willamette. The first steamboat to ply Oregon streams was the Columbus, built at Astoria in 1850. July 3 of that year it set out for Oregon City, then still the metropolis as well as the capital of territorial Oregon. The next day Oregon City was the scene of a combined Fourth of July and marine-transportation celebration. The Columbus was a slow and somewhat awkward craft, a double-ended stern-wheeler, in the general shape of the modern car-ferry. It was 90 feet long, 16 feet beam, 4 feet deep. It had a good engine.

Six months later along came the Lot Whitcomb, owned by and named for the enterprising promoter of Milwaukie, an early rival of Portland. This vessel was not only larger but faster than the Columbus, with 600 tons displacement; it was 160 feet long, with a 24-foot beam, and 5 feet 8 inches deep. It was launched at Milwaukie Christmas Day 1850, with speeches by Territorial Governor John P. Gaines and by Mayor Kilborn of Oregon City. In charge of the craft was Capt. J. C. Ainsworth, who achieved fame and fortune in Oregon transportation and general business. Another famous steamboat was the Jennie Clark, the first

stern-wheeler in the Northwest; it was built at Milwaukie by Jacob Kanim, whose name also is famous in Oregon transportation annals. The first iron vessel constructed in this area was the Belle of Oregon City, built in her namesake town, of Oregon-smelted iron. In his very readable book, "Steamboats on the River," Randall V. Mills, late University of Oregon professor of English, quoted a poetic bit written by Elizabeth Markham, rhapsodizing over the Lot Whitcomb, one of the best-remembered of the Willamette river boats. Mrs. Markham was the mother of Edwin Markham, famous author of "The Man With the Hoe." Probably her poetic outburst could be rated as "not bad." Here's a brief excerpt, in which the rhythm is rather rippling: "Success to the Steamer, her captain and crew. She has our best wishes attained. Oh that she may never while running this river fall back on the sandbar again!"

It surprises most residents along the Willamette to learn that up to about the turn of the century steamboats carried freight and passengers every now and then all the way up the stream to Eugene. Shoals in the river and the inroads of land competition long ago ended all that.

Mules Pulled First Rail Cars

Oregon's first railroad dates back to the year of statehood; but on the first little line, mules were the first "locomotives" used, the tracks were of wood, and the line, between what are now Cascade Locks and Bonneville, was merely a portage adjunct to water transportation. It became a steam railroad three years later when the Oregon Pony, first locomotive on the Pacific Coast, displaced the mulepower.

The first railroad of any considerable importance in Oregon was the Oregon Central, built along the east bank of the Willamette by Ben Holladay and associates. The line was completed to New Era, 20 miles south of Portland, the day before Christmas in 1869, seven months after the driving of the golden spike on the Union Pacific, first of America's transcontinental lines.

It took three years, in those difficult financial times, to get the line as far south as Roseburg, about 320 miles south of Portland. Connection with San Francisco was not established until 1887, after the

Southern Pacific had taken over the line.

Forty years later the long-planned Natron cut-off line was finished, running from Eugene along the east side of the Cascade Mountains to Black Butte, near Weed, Calif., by way of Klamath Falls.

That was the last large railroad extension put through in Oregon. Several other lines, independently built, were acquired by the Southern Pacific. An important exception is the Oregon Electric railroad serving a wide area with Willamette valley, owned by the Great Northern and Northern Pacific. It is still doing a considerable freight business after 48 years, though retired from handling passengers since 1934.

The first quarter of the twentieth century was the era of the railroads, which had already put the steamers virtually off the Oregon rivers. The same type of fate, possibly not far away, appears to be facing the railroads' passenger traffic, as more popular methods of passenger transportation invade the field. The railroads appear safe for the foreseeable future in the field of the heavy freight haul.

Passenger traffic for the railroads found a stiffening competition from overland buses in the 1920's. Meanwhile, too, the individual passenger automobile was cutting deeply into short-haul passenger business. Improved highways are a heavy cause and a somewhat less considerable effect on the buses' heavy inroads into the passenger traffic.

Airplanes Serve the State

Latest, and apparently most effective, of the railroads' competitors for the passengers is the airplane. One doesn't have to be a graybearded patriarch to recall the Wright brothers' first flights at Kitty Hawk, N. C., Dec. 17, 1903. The longest of their four flights that day was one-sixth of a mile, made in just one second less than a minute — which means speed of about ten miles an hour made by that little pioneer biplane. In less than 15 years the airplane was used, to a considerable extent, in the first of the World Wars. These days the jets go about as far in a second as the Wrights were able to go in a minute. Now Oregon has few localities more than an hour from an airport, and more and more Oregon people do their traveling in the air.

partment to expand these programs as well as to initiate additional activities.

Advisory Committee

Although the state's economic development agency is no longer a commission, there is an advisory committee of the department, chosen by the Governor from leaders of business, industry, and labor. Sub-committees have been created with members of the Advisory Committee as chairman to study the following subjects: taxation, transportation, agriculture, timber, minerals, roads and highways, fishing power, storage waters, industrial credit authorities, and advertising. These sub-committees have received the cooperation of the appropriate state departments, serving as consultants.

The Department has published the following:

1. "GROW With Oregon" — a monthly periodical of the Department giving information about Oregon's economy and industry
2. Industrial fact brochures
 - a. Oregon Fact Summary
 - b. Agricultural Facts
 - c. Timber Facts
 - d. Facts of Oregon's Water and Fuel Resources
 - e. Mineral Facts
 - f. Transportation Facts
 - g. Power Resources
 - h. Research and Education Resources
3. A non-partisan Oregon tax survey, released in three parts, by Dr. John F. Sly, Princeton Surveys, Inc.
4. "Questions and Answers on Small Business Investment Act of 1958"
5. "Industrial Financing," the report of the study made for the Department.
6. The Sandwell Area Studies reporting on the feasibility of expanding pulp and paper production in Oregon
7. "Why Business Firms Located in Oregon, 1948-1957," the findings of a study made for the Department by the Bureau of Business Research of the University of Oregon

Other activities of the department have been: national advertis-



LOGGERS USING AXES AND A hand-operated saw over a half-century ago were happy to rest and pose for the photographer. "Action" is the by-word today and the crew using an Oregon-made power chain kept working while the lower picture was taken recently. The two-man crew was felling a prime Douglas Fir, 430 years old and 283 feet tall, from which a 40 foot section has been moved to Portland to be displayed at the Oregon Centennial Exposition.

Progress Planned

Economic Development of State Is Main Task of Department

Oregon has between 70 and 75 per cent of its non-agricultural employment in non-manufacturing industries; and as the standard of living goes up—due principally to innovations, new discoveries and improved technology—there will be more leisure time and additional services.

Oregon has geographic advantages for a number of trade and services industries.

Oregon will progress faster in the next few years than it has recently. Growth is not a uniform process and there are bound to be ups and downs; however, the trend is up and the future is bright for Oregon.

These comments and opinions were expressed this week by the Oregon Department of Planning and Development which is under the direct supervision of Governor Mark Hatfield. Julius R. Jensen is director of the department.

First Action in 1943

The first evidence of the taking of specific action by the State of Oregon in the field of economic development occurred in 1943, with the creation of a Post War Readjustment and Development Commission. Fears that a great depression would follow World War II had much to do with the creation of this Commission. This agency limited its work primarily to the compilation of fundamental economic statistics and to proposals to the Governor on economic problems.

It was followed in February, 1950, by a Governor's Advisory Council on Employment, the purpose of which was to help promote employment opportunities in Oregon. This Council was succeeded in July, 1951, by a nine-man Oregon Committee for Industrial Development, charged with the responsi-

bility of advising the Governor how to obtain more defense contracts for Oregon industry.

Of more lasting importance was the part this committee played in drawing up long-range plans for the economic development of the state. It recommended a permanent state development agency to be created by the Legislature and supported from the general fund.

Development Commission

As a result of this recommendation, the Oregon Development Commission was created by the 1953 Oregon Legislature. Its functions were set forth as follows:

"For the purposes of broadening the economic base of state and local communities, for developing community employment, sustaining payrolls and creating additional ones, and for the purpose of coordinating the efforts of the existing agencies of the state government and insuring proper statistical contributions toward these industries, there hereby is created an Oregon Development Commission."

The Department of Planning and Development came into existence in July, 1957, succeeding to the Oregon Development Commission, as a result of the action of the 1957 Oregon Legislative Assembly. Experience in other states had indicated that departments under the direct supervision of the chief executive seemed to have more impact than did those operating under the commission form. Also, it seemed to give greater prestige and importance in securing the necessary information to do a selling job to present prospective industry.

The overall area of activity of the department has changed materially from that assigned to the former Oregon Development Commission and has enabled the de-

Like Cut Gems

Port Umpqua Courier, Reedsport: "The GREAT city is that which has the finest men and women. If it be but a collection of ragged huts, it would still be the greatest city in the world!" — Walt Whitman. There would be no metropolitan Portland if Oregon were not studded with scores of little cities—each like a star in the sky with a lustre, a distinction of its own. The worth of a man is not measured by his bulk or brawn, nor is the worth of a city by its size and fame. Not always but often, a small city is like a beautifully cut gem-famed for quality of its accomplishments."

Thank You —

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