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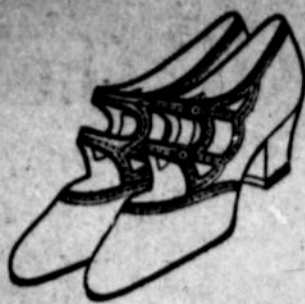
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**EARLY TRANSPORTA-
TION OF NORTHWEST**

(Continued from last week)
Allow me here to quote from the
Pacific Christian Advocate of Febru-
ary 5, 1859, an editorial titled, "Trip
to The Dalles."
"By the increased facilities of travel
between Portland and The Dalles
which are now furnished, one may
pass from the former to the latter
place with comparatively little incon-
venience. A late trip which we made
to The Dalles presented a marked con-
trast to our first visit there, in 1854.
In that distance in an open canoe, ex-
posed to a cold March storm we made
the passage in two days from the Cas-
cades to The Dalles, camping on the
way at an Indian ranch on Dog river.
Now two tri-weekly lines connect Por-
tland with The Dalles. The portage,
about 4 miles at the Cascades, may be
made in a stage coach or on foot with
little difficulty. Going up to The Dalles,
passengers remain over night at the
Cascades. Returning, the trip from
The Dalles to Portland is effected in the
same day. Passengers leave the
Dalles at 8 o'clock a. m. and at from
8 to 10 o'clock p. m. they are landed
at Portland."
"On Friday, the 25th, we went
aboard the 'Senorita,' Capt. Henry
Hoyt, bound for the Cascades which
place we reached about half past 2
o'clock of the same day. We remained
over night at the hotel kept by Mr. D.
L. Ferguson, late of Lin City. In the
morning we were conveyed over the
portage in a stage and going aboard
the "Mary," Captain Baughman, pro-
ceeded to The Dalles which we reached
about half past 4 o'clock p. m. * * * * *"
As early as March, 1837, Orlando
Humanson of The Dalles was operating
a fleet of batteaux and battoaux be-
tween the mouth of the Deschutes
river and old Walla Walla, later re-
named Wallula. He then charged \$80
per ton of freight transported. R. R.
Thompson, for years previously Indian
agent for the middle section of Oregon
and Washington territory, became a
partner of Humanson's and subsequently
in partnership with L. W. Coe, ap-
pears to have succeeded Humanson.
Thompson and Coe built two steam-
boats, one for the middle river, which
was carried over the rapids at the Cas-
cades and the other for the upper riv-
er which was launched at the mouth
of the Deschutes on the last Sunday
morning in October, 1858. This first
steamboat on the Columbia was named
the "Colonel Wright" in honor of
George Wright, the popular command-
ing officer at Fort Dalles.

The "Colonel Wright" made her
maiden voyage from the mouth of the
Deschutes to Wallula, (then called
Walla Walla) leaving Monday,
April 18, 1859. After two trips to
Prest Rapids, then up the Snake river
to the mouth of the Tucuman, and
thence to Prest Rapids, a travel-
er to Prest Rapids that year wrote
his impressions to the editor of the
Portland Oregonian and they were
published in the issue of that weekly
for August 27, 1859. He said:
"We started from Dalles City
Wednesday morning, August 10th.
The good well-beaten road is along
the river for miles to the lower
termination of the Dalles chute; it
then leaves the river and follows a
ravine about seven miles. At this place
there is a narrow valley of arable
land and bulrushes that
appear comfortable. Leaving this val-
ley in ascent of a mile brought us to
the summit of the mountain from
which we had an extensive view of a
very uneven country without trees
or shrub in sight, but covered with grass
now dry and brown. On the left the
river is seen flowing along the base of
a mountain range on the opposite side.
Half a mile of level road brought us
to the long and in two places very
steep descent to the junction of the
Deschutes river with the Columbia.
This junction is in a mountain gorge,
having an acre or two of level ground
unit for cultivation. Here there are
a few small buildings and a store. At
11 a. m. on board the steamer "Colonel
Wright" left for Prest Rapids" and
then he describes at length the banks
of the river, saying nothing about the
heights of the mountains—except that "trees
which had fallen in high water furnish
employment for a few laborers in
working them for fuel for the steam-
ers."

The "Colonel Wright" made weekly
trips in 1859 leaving Deschutes, as the
western terminal was named, every
Wednesday and returning Sundays.
In 1859 Captain J. C. Ainsworth put
his new and powerful steamer "Car-
rie Laid," named after banker Laid's
wife, on the Portland-Cascades route,
and two months later the competing
lines between Portland and The Dalles
came under the name of the Union
Transportation company. The next
year Thompson & Co. were taken in
and the consolidation was renamed
Oregon Steam Navigation company.
The portages at the Cascades and The
Dalles were held independently of this
combination, and were purchased one
by one. That on the Oregon side at
the Cascades was not bought until it
boasted a locomotive, the Oregon Pony,
still preserved, fortunately, and the
first locomotive used in the Pacific
northwest. Humanson's Dalles-Deschutes
wagon road portage and the Bradford
mule power railroad on the Washing-
ton side were acquired earlier in the
same year, 1862, by the Oregon Steam
Navigation company.

The Oregon Steam Navigation com-
pany met with several attempts at
competition during its 20 years' exis-
tence, but none of them were able to
equal the facilities of the older com-
pany. It had by April, 1863, first class
steam locomotives operating freight
and passenger cars on the Cascades
and Dalles portages, and larger and
more finely furnished steamboats were
provided as the years passed. It ex-
panded its activities until the steam-
boat lines on the lower Columbia and
on the Willamette as far as navigable
were in its hands. It tried experi-
mental steamboats on the Snake river
in southern Idaho and Lake Pend
d'Oreille and the Clark's Fork river
in northern Idaho, and on the far
northern reaches of the Columbia to
beyond the present Canadian Pacific
main line at Revelstoke, B. C. In 1880
it sold out to a company Henry Villard
had formed, the Oregon Railway and
Navigation company, which rapidly
constructed the chief lines of what
now constitutes that portion of the
Union Pacific System in Oregon and
Washington. In 1882 The Dalles was
connected with Walla Walla. In 1883
a through all rail connection with the
east was effected with the Northern
Pacific via Wallula, and in 1884 the
link with the Union Pacific was forged
at Huntington.

Let me retrace my steps a decade
and more. In 1860 Ben Holladay, who
had previously sold his interests in the
overland stage lines and invested some
of the proceeds in the Pacific Mail's
line and coastwise routes from Mexico
to British Columbia took over the be-
ginning of the Willamette valley rail-

road system and by 1873 he had com-
pleted a line from Portland to Rose-
burg and one from Portland to St.
Joseph, a few miles short of McMin-
ville. Holladay had started a num-
ber of things, the Oregon Steamship
company, two railroads, a Portland
newspaper, a real estate company, the
street railway system of Portland, a
stair company and a cab and transfer
company. And these were slipping
out of his grasp. Henry Villard, as
the agent of European interests, which
and financed the chief of Holladay's
enterprises, succeeded him in the man-
agement of the steamship and railroad
enterprises in 1876. The others had
already passed out of Holladay's hands
or were soon to do so. Villard, in
1878-79, planned the Oregon Railway
and Navigation company but was not
able to include the former Holladay
railroads in it; they were absorbed in
the Southern Pacific System in 1888.
The Northern Pacific after many
surveys and much exploitation, built
its first mileage in the Pacific north-
west in 1872-73, the line from Kalama
to Tacoma. Financial difficulties, how-
ever, stopped construction which was
not resumed until 1880. Then Villard
acquired control of the Northern Pa-
cific and was the means of completing
it between Wallula and St. Paul in
1883.

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**MORTGAGE COMPANY
PLANTS MANY PEARS**

A. J. Vogler, in charge of real estate
holdings of the North Pacific Mortgage
Co. in Oregon and southern Washing-
ton, returned here Friday from Grants
Pass, where the concern is making
preparations to set a pear orchard of
280 acres. D'Anjou, Bartlett and
Winter Nellie will be planted.
Mr. Vogler will grow his own nursery
stock for setting the big acreage. He
has already ordered French roots from
France, and the way, it will be found
already arrived in New York city. The
company is pulling 120 acres of old
apple trees. Mr. Vogler says he has
salvaged 40 acres of old pear trees.
With working the trees can be
brought into a healthy orchard again,
he says.
The tract being planted to pears on
Hogue river is known as Peony Prairie.
It is on the Crescent City or Redwood
highway, four miles southwest of
Grants Pass.
Mr. Vogler's company has a 200-acre
Franquette walnut orchard in the Sher-
idan district. He says he finds that
walnuts do well in the Grants Pass
country and plans on planting 20 acres
of Franquettes there.
"I found activity in real estate in
the Hogue river community very
marked," said Mr. Vogler. "The prop-
erty of orchardists and vineyardists
and the activity of the gold mining folk
make business good in Grants Pass."

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