

THE NEW NORTH-WEST.

EXACTLY three hundred years after Columbus discovered the new world, Captain Gray entered the mouth of the Columbia River and laid the foundation of our claim to the territory out of which the States of Oregon, Washington, and Idaho have been formed. His discovery was followed in 1804-5 by the expedition of Lewis and Clark and by the establishment of several trading posts; and as early as 1830 emigrants from the western States were making their way over the mountains into Oregon. When the Boston shipmaster sailed into the mouth of the great river of the West, less was known of the western half of this continent than was known of "Darkest Africa" before Stanley first penetrated it. It was one unbroken waste, one vast wilderness, apparently forever doomed to the solitude of nature. In less than a century a marvelous transformation has been wrought. Civilization reigns instead of barbarism; peace, law, and order prevail in place of violence, strife, and perpetual warfare; a productive country filled with thrifty, intelligent, civilized communities has taken the place of a barren region occupied only by a few savage tribes.

The progress of the best civilization has always been westward. The story of its march across the Alleghany Mountains and the vast slopes and rolling prairies of the West to the western shores of the continent forms one of the most interesting chapters in our history. What were the motives which induced the early pioneers to leave comfortable homes, to turn their backs upon civilization, and to march two thousand miles through a wilderness to find an abode on the Pacific coast? The discovery of gold is not sufficient to account for the movement, although it contributed to swell it and to hasten the settlement of California. The immigration to Oregon began long before Sutter's discovery. The prospect of cheap land does not account for it; land was cheap everywhere. The principal inducements

were undoubtedly the mild and equable climate and rich soil, which will continue to attract population until the Pacific coast shall be as densely populated as the Atlantic seaboard. An incident recorded in Barrows's "History of Oregon" illustrates another motive, which actuated some of the earlier immigrants to the North-west. Speaking of the missionary party which crossed the continent in 1836, the author records a scene which, he states, is surpassed by few in historic grandeur. When the party had reached the Pacific slope they stopped and dismounted.

"Then spreading their blankets and lifting the American flag, they all kneeled around the Book and with prayer and praise took possession of the western side of the continent for Christ and the church."

Again, many settlers were actuated by a desire to wrest this valuable region from British dominion. The patriotism and courage of a people and their capacity for self-government were never better illustrated than by the pioneers who settled the Oregon territory, maintained their allegiance to the general government during the period of joint occupation, and held the territory for the United States. Isolated from civilization and ignored by the authorities at Washington, they established a government of their own, so that when Congress organized a Territory it adopted, in large part, the laws already in force.

There is a limit to the westward march of colonization—a point beyond which no inviting fields are found. The Pacific Ocean is a barrier which the movement cannot pass. From the earliest settlement of Oregon the tide of immigration, upon reaching this limit, has in part turned back. Oregon furnished settlers for Idaho and Montana, and many of those who first settled west of the Cascade Mountains became, in later years, pioneer settlers in eastern Oregon and Washington. Like a stream which meets an unsurmountable obstacle, immigration will gather in volume here upon the confines of the continent.

It may be supposed by some that the impetus of railroad-construction and the westward movement of immigration to the Pacific coast has caused the advantages of the intervening territory to be underestimated; that there is room here for a great expansion of population and a large desirable field for enterprise; and that the north Pacific coast has something to fear

from its development. But it is a matter of common knowledge that this intermediate region can support but a relatively small population; that stock-raising there requires large areas of land in comparison with more favored regions; that the supply of water for irrigation is limited; and that but a small part of its area can be made productive. South of us are considerable regions adapted to some kinds of agriculture and to mining, but these offer no great inducements in this direction to American enterprise. North of us in the vast, unsettled areas of the Dominion of Canada, there is more to attract the intending settler; but notwithstanding her large area of unoccupied territory, extensive forests, and rich mines, Canada is unable to keep her thousands of immigrants, partly on account of her climate, and partly on account of the condition of her industries and the character of her institutions, and there is a constant movement across the boundary line into the United States. For the near future, at all events, the most inviting field for adventure, investment, and settlement is thus on the north Pacific coast. In view of this it is pertinent to inquire about the capacity of this region to meet the great demands that will be made upon it and about the inducements that it offers to immigrants.

Nature everywhere in this region has been lavish with her gifts. The scenery of the Columbia River through the gorge of the Cascades is unsurpassed in grandeur by anything found in this country or in Europe, while the changing panorama of mountain scenery, of green islands, of land-locked harbors, and of thriving cities amply repays the tourist who makes the trip from Tacoma or Seattle to the British side of the Sound. The traveler going northward from California to Portland, when he enters the Willamette valley sees the snow-capped mountains of the Cascade range. From my residence in Portland, symmetrical and sublime Mount Hood, 11,218 feet high, and the beautiful sugar-loaf cone of St. Helens, 9,750 feet high, stand out in bold relief, while the rugged peak of Mount Adams, 9,570 feet high, and the summit of Mount Ranier, 14,440 feet above the sea level, are visible in the distance. Ranier is in full view from the cars for a considerable part of the distance from Portland to Tacoma, and at Tacoma and elsewhere on the Sound,

this grand mountain, with its three glittering peaks, seems to stand like a sentinel.

The climate of both Oregon and Washington is mild and equable. In western Oregon and Washington it is difficult to draw the lines that divide the seasons. Winter is usually a wet season, but there are often long periods of perfect weather in February and March. Flowers frequently bloom in the open air in January, and green fields of growing grass and grain may be seen all winter. Once or twice during the winter a few inches of snow falls, but it disappears rapidly. At intervals of several years occurs a winter with ten days or two weeks of freezing weather and a considerable fall of snow. The summers are cool, and excessive heat is unknown. In eastern Oregon and Washington the climate is different. The dry season of summer is more protracted, the rainfall is less, and the heat is greater, though it is never excessive. The winters are colder, but of short duration, the snowfall is light and seldom lies long in the valleys, and live stock ranges on the plains all winter, thriving on the natural grasses without other food, except when the snow is unusually deep or the cold period unusually protracted. The great ocean current, 400 miles wide, formed off the coast of Asia, warms the waters of the Pacific and gives rise to the warm westerly wind known as the "Chinook," modifying the climate of the entire Pacific slope, so that the isothermal line which crosses northern Virginia is deflected northward on reaching the western slope of the continent and meets the Pacific Ocean 200 miles north of the northern boundary of Washington. Though all the cereals grow to perfection in this region, the staple product is wheat. The wheat of the Willamette valley has long been celebrated, the berry being large and plump and the weight considerably exceeding 60 pounds to the bushel. Until the last few years that valley was the principal wheat-growing section of the new North-west, but of late years wheat has become the leading production of eastern Oregon and Washington. The volcanic soil of this region, much of which was supposed a few years ago to be worthless, is peculiarly adapted to the growth of the cereals. The average yield per acre in Washington is officially stated to be 23.5 bushels, exceeding

that of any other State in the Union. In 1890 the wheat product of Oregon was 12,865,000 bushels, and that of Washington was 8,071,000, bushels. The line of railroad down the Columbia and the Northern Pacific line across the Cascades to Puget Sound were unable to handle it for want of sufficient facilities.

Wool-growing is another great industry of this region. The climate is well adapted to sheep-raising. Owing to the mild winters the fiber of the wool is uniform, and by the proper selection of breeds and the care of flocks, the finest grades, equal to the best Australian wool, can be produced. The flocks increase rapidly, the cost of keeping is small, and the yield is large. The estimated wool product of Oregon, Washington, and Idaho, for the year 1890 was 25,034,527 pounds, valued at \$8,072,350.

Apples, peaches, prunes, plums, and all the small fruits—in fact, almost all the fruits grown anywhere in the temperate zones—reach perfection in Oregon and Washington, and the yield is abundant. The apples of the Willamette valley have been celebrated from an early day. Grapes do well, the soil and climate of southern Oregon being especially well adapted to them. All fruit trees mature early and bear young. Fruit-raising is destined to be one of the great industries of both Oregon and Washington. A sufficient demand for the product of their orchards is the only thing necessary to almost unlimited production. Cheaper transportation and better facilities for shipping to eastern markets will create that demand.

Among the important industries of the future in the Northwest will be the manufacture of beet sugar. Experiments in the culture of sugar beets have demonstrated that they can be produced there as successfully as in any country on the globe. Extraordinary results have been attained in some localities in Oregon, and with the encouragement now given by the government factories will, no doubt, soon be established.

Manufacturing is well advanced. Water power and fuel are abundant, and the supply of timber, coal, iron, and other material for manufacturing purposes is inexhaustible. Manufacturing is favored both by the tariff, which protects against the cheap-labor products of other countries, and by the great cost of

transportation from the distant manufacturing States of the Union. During the year 1890 the value of products manufactured at Portland was \$27,385,000; the amount of capital invested in manufacturing was \$15,841.50, and the number of hands employed was 10,217.

The forests of western Oregon and Washington are the most valuable and extensive in the Union—a mine of wealth awaiting only the touch of human industry to be transmuted into gold. The trees are principally evergreens, the most valuable being the Douglas fir, the white cedar, the hemlock, the spruce, the white pine, and the balsam. The Douglas fir constitutes the main part of the forests; trees of this variety 200 feet high and ten feet in diameter are not uncommon. A year or two ago a lumberman shipped from Puget Sound to San Francisco a fir stick 154 feet long and 24 inches thick. It is estimated that there are 20,000,000 acres of forest land and 400,000,000,000 feet of merchantable timber in western Washington. The amount of timber land in western Oregon is not so great, but immense forests cover the uplands and the mountain slopes. The present capacity of the Puget Sound mills alone exceeds 900,000,000 feet per annum. Some of these mills manufacture logs 120 feet long and six feet in diameter, and many of the Douglas firs are too large for their present capacity.

Ship-building has been carried on to a considerable extent upon Puget Sound, the Columbia River, and Coos Bay, and will be one of the great industries of the future. The cheapest, safest, swiftest, and best carriers of grain from the Pacific coast have been American wooden sailing ships. The finest timber in the world for building such ships grows in Oregon and Washington. The Douglas fir, on account of its great strength and durability, is very valuable for this purpose, and has been for many years past shipped to the Atlantic ports and elsewhere for spars. In 1890 three sailing vessels and 22 steamers were built in Oregon, and 12 sailing vessels and 22 steamers in Washington. Twenty-eight steamers are now constructing within the Portland district, on the Columbia and Willamette Rivers, most of them at Portland.

The fisheries are important and valuable. Deep-sea fishing

has been successfully carried on, and this industry only requires a sufficient market for the product to rival that of any part of the world. Salmon, halibut, sturgeon, smelt, salmon trout, mountain trout, and other food fishes abound, and the rivers have been successfully stocked with shad. The principal salmon-canning establishments are on the Columbia River, but this industry is also to be found on several other rivers on the Oregon coast and on Shoal Water Bay, Gray's Harbor, and Puget Sound. The value of the exported product of the salmon-canneries on the lower Columbia River was in 1889, \$2,636,368.

The deposits of the precious metals in Oregon, Washington, and Idaho are a continuation of the rich deposits in California and Nevada. They are found mainly in southern and eastern Oregon, in the north-eastern part of Washington, and in northern Idaho. Large quantities of placer gold, when gold was first discovered in those localities, were mined in southern and eastern Oregon and Washington, and in Idaho; but until very recently, owing principally to the lack of transportation facilities, quartz mining has not been greatly developed. Valuable ledges of gold-bearing and silver-bearing quartz have long been known to exist, and numerous recent discoveries have been made. Several of these are now being developed, and to secure the transportation of their products railroads are being constructed. The report of the director of the mint shows that the yield of precious metals is annually increasing; in 1890 it was as follows:

	Idaho.	Oregon.	Washington.	Total.
Gold,.....	\$1,696,741	\$1,087,125	\$204,000	\$2,987,866
Silver,.....	4,803,717	129,199	90,025	5,022,941

The resources of this region in copper, iron, coal, marble, and building stone are abundant. There are eleven coal mines working in Washington, and the output in 1888 was 1,183,801 tons. Iron ore exists in abundance in both Oregon and Washington, and consists of bog ore or limonite, hematite, and magnetic ore. The smelting works at Irondale, Washington, and at Oswego, on the Willamette, six miles above Portland, produce excellent pig

iron, and when there shall be a sufficient demand for the product, hundreds of such establishments will spring up in both Oregon and Washington, and rolling mills and other manufactories of iron and steel will be established and successfully operated.

The area of Oregon, Washington, and Idaho is about 250,000 square miles—more than double that of Great Britain and Ireland and more than thirty times that of Massachusetts. My estimate is that more than two thirds of the entire area of this region is susceptible of cultivation. Assuming Oregon and Washington to be capable of sustaining a population only one third as dense as that of Belgium, Oregon could support more than 16,600,000 people and Washington more than 11,300,000.

Properly to estimate the productiveness of this region it must be considered with reference to the population, and to the fact that many of its industries have just been established. In Belgium, with more than 6,000,000 people, there were in 1880 271,974 horses, 1,382,815 horned cattle, 365,400 sheep, and 646,375 hogs. In Oregon, with a population of 313,767—less than one nineteenth that of Belgium—there were in 1890, as shown by official reports, 181,236 horses, 826,522 horned cattle, 2,929,830 sheep, and 229,630 hogs. Ohio, with a population of 3,672,316, has 779,323 horses, 1,700,942 horned cattle, 4,061,897 sheep, and 2,741,565 hogs. Ohio produced in 1890 29,984,000 bushels of wheat weighing 56 pounds to the bushel, or less than 8.2 bushels *per capita*, while Oregon produced 12,865,000 bushels, weighing 60 pounds to the bushel, or more than 41 bushels *per capita*.

The following comparative statement, taken from the census returns, shows a surprising recent increase of population:

States.	1870.	Population.	
		1880.	1890.
Oregon,.....	90,923	174,768	313,767
Washington, ..	23,955	75,116	345,390
Idaho,.....	14,999	32,610	84,385
Cities.			
Portland,.....	8,293	17,517	46,384
Seattle,	1,107	3,533	42,837
Tacoma,.....	1,098	36,006
Spokane Falls,.....	350	19,922

Portland, East Portland, and Albina, separated only by the

Willamette River and constituting in fact one city, though with separate municipal governments, contained, when the last enumeration was made, a population of 62,045. The people of these cities are about to vote upon a proposition to consolidate them.

The great increase of banks and banking capital in this region within the last few years is an index to its development. In 1885 Oregon, Washington, and Idaho contained 40 banks with a capital of \$2,970,000. The same States now contain more than 200 banks with a capital of more than \$17,000,000. Between 1885 and 1891 the deposits in national banks alone, in the three States, increased from \$4,366,958 to \$23,540,172. There are fourteen banking institutions, domestic and foreign, doing business in Portland, with an aggregate capital of \$9,000,000 and an undivided surplus of \$3,634,345, and three more organized banks, with an aggregate capital of \$700,000, have not commenced business. The volume of the jobbing trade of Portland was, in 1888, \$75,000,000; in 1889, \$115,000,000; and in 1890, \$131,550.

No better proof is required of the value of the resources of this region and of its desirability for residence and investment than the haste with which competing lines of railroads have been constructed across the continent to reach it, and the great activity of rival companies displayed there in railroad construction to reach the wheat-growing regions and the valuable timber and mineral sections. The railway has been the great factor in the development of this region, as it has been in the whole march of civilization westward within the last quarter of a century. The aggregate railroad mileage in Oregon is 1,350½ miles, exclusive of switches and side tracks. Construction is proceeding on incompleted roads, and several new lines are projected. In Washington there were, in 1889, 1,542 miles of railroad. The work of construction upon several other lines and branches has since been pushed, and the total mileage has been greatly increased. Oregon and Washington now have connection with the railroad system terminating at San Francisco, so that the transcontinental lines centering at that point compete with the Union Pacific and the Northern Pacific for the traffic of the north Pacific coast. The Canadian Pacific also is a formidable competitor for this trade.

The construction of the Nicaragua Canal, the completion of which, within the next decade, appears to be assured, will have a marked effect upon the commerce of the coast and the development of its resources. It will shorten the distance between Puget Sound and New Orleans 11,005 miles, and between Liverpool and the mouth of the Columbia River 6,926 miles. To obtain an adequate idea of the advantages of the commercial and geographical position of this region, one should study the subject with the map before him. In the heart of western Washington is the Mediterranean of the West, with its safe entrance, deep channels, and capacious harbors. Dividing Oregon and Washington for about 270 miles is the Columbia River, which extends through eastern Washington across the international boundary, and, making a great bend, reaches the heart of Montana. It will be navigable, when improvements which are entirely practicable shall have been made, for 1,200 miles from its mouth, and with its navigable branches forms a great system of waterways for internal commerce. Oregon has 570 miles of navigable water front—300 miles on the Pacific Ocean and 270 miles on the Columbia River. The Willamette River is navigable for 120 miles from its mouth to near the head of the Willamette valley, and has several navigable branches. Along the coasts of Oregon and Washington are several valuable and important harbors.

This section possesses peculiar advantages for controlling the trade and fisheries of Alaska and the trade between the American possessions and British Columbia. It is to share in the rich and growing commerce between the Pacific coast of the United States and the Pacific coasts of Mexico, Central America, and South America. But it is when we turn to a study of its advantages for trade with Asiatic countries and the islands of the Pacific that the possibilities of its foreign commerce begin to dawn upon us. The commercial outlook of this region is westward. It is nearer by the breadth of a continent to the markets of the old East and of the Pacific islands than are the Atlantic ports. No just estimate can be placed upon the future volume and value of the trade with Asia. No one nation can control it, but the struggle to possess it will be mainly between England and our Pacific coast States. British statesmen, with proverbial

sagacity, foresaw this struggle, and it was not the result of accident that in settling the Oregon boundary we lost the island of Vancouver and half of Puget Sound. In this struggle the new North-west will have an advantage over California in distance, and in the fact that the ocean stream which rises off the coast of Asia and flows eastward to the American continent gives to every ship bound for a north-western port a gain of 20 miles in every 24 hours. The region will have an advantage over Great Britain in the local production of the staple articles required for the Asiatic trade.

He who should now undertake to estimate the commerce of the Pacific coast with Asia and the Pacific islands twenty-five years hence would find few who would not consider his estimate exaggerated. Looking toward the securing of this valuable trade, the Canadian government, with subsidies which dwarf into insignificance the aid given by the United States to the trans-continental railroads, pushed the Canadian Pacific across the continent through unproductive regions, and the British and Canadian governments have subsidized a line of steamers plying between the terminus of the Canadian Pacific Railroad upon Puget Sound and the ports of China and Japan. A cable line is projected, to connect British Columbia with the Sandwich Islands and China, and nothing that wise statesmanship, liberal subsidies, and an aggressive policy can do to secure the prize will be left undone. We have already an important and growing coastwise commerce on the Pacific coast, employing a large fleet of steamships and sailing vessels.

A large fleet of sailing vessels is engaged in transporting to foreign ports the exports of wheat, wool, fish, lumber, and other products of Oregon and Washington, and the flags of most maritime nations may be seen in their harbors. The value of products shipped from the city of Portland over the Columbia bar, to foreign and domestic ports, for the year ending July 31, 1889, was—foreign, \$6,634,989; foreign and domestic, \$16,197,804. The number of vessels engaged in transporting the foreign export of wheat and flour from Oregon ports for the year ending March 31, 1891, was 60, of which seven were American, two German, and 51 British, with a total tonnage of 85,710 tons.

They carried 3,675,943 centals, worth \$4,057,181, and received \$1,303,446 for freight, the freight charges amounting to 32.126 per cent. of the value of the cargoes. The number of vessels engaged in the same trade in Washington was 35, of which three were American and 32 British, with a total tonnage of 55.962 tons, carrying 1,897,490 centals, worth \$2,638,784. They received \$819,028 as freight, the freight charges being 31.03 per cent. of the value of the cargoes. The number of vessels engaged in transporting lumber to foreign countries from the two States—the larger number being from Washington—was 199, of which 115 were American, 36 British, 28 Chilian, 12 Norwegian, seven German, and one Hawaiian. Their aggregate tonnage was 172,391 tons; they carried 148,879,485 feet, worth \$1,612,357, for which was paid \$2,101,070 freight charges, being 130.31 per cent. of the value of the cargoes. There are regular lines of steamships plying between San Francisco and the ports of China and Japan, and steamships and sailing vessels are employed in bringing from Asiatic ports cargoes of tea, silk, and rice to the Columbia River and Puget Sound ports. Separate lines of steamships are projected to engage in the trans-Pacific trade between Portland and Puget Sound and the ports of China and Japan. During April of this year three steamships left Chinese ports with cargoes of Chinese merchandise for Portland, and it is understood that two of them belonged to the new line.

Fancy can hardly paint the future of this favored region. It is now nearly thirty years since I sought a home there. I was then enthusiastic as to the future of the section, and observant of the conditions which promised its development; and every year has increased my confidence in its great destiny. Events which then appeared to lie in the distant future have occurred in rapid succession, and circumstances now foretell a grander development than was then dreamed of and promise that civilization will reach, at the point where it completes its circuit of the globe, a state of unsurpassed and incomparable splendor.

JOSEPH N. DOLPH.

FINANCIAL.

A GLANCE AT OUR FINANCES.

THE monetary situation in the United States for some time past has been animated by what may be described as two conflicting financial emotions. On the one hand, the European situation has not been reassuring, and this has tended to depression, not only through the closely sympathetic relations of the foreign bourses with New York, but also through the copious stream of gold recently attracted thither from America. But, on the other hand, the domestic financial situation has been good and the crop outlook excellent, so that the prospects plainly indicate ample railroad traffic and a large export of American food supplies in the Autumn to meet European necessities. These conflicting financial emotions alternately affected that great monetary barometer, the New York Stock Exchange, causing generally advancing prices, until the gold drain became so excessive as to overbear everything else, and early in May produced a reaction. The usual period of Spring settlements this year was passed without creating serious inconvenience or more than momentary and spasmodic tightenings of the money market. The great speculative constituency of Wall Street, always hopeful and generally buoyant in feeling, despite every setback, have steadily looked forward to the Summer and Autumn as sure to bring a season of prosperity, and in this view they seem to be sustained by most of the signs afforded by the indication of ample food crops at home and a serious shortage abroad.

Probably the paramount immediate phase of our finances has been the copious outflow of gold that has been going from New York to Europe in a steady stream, which early in May was swollen to the volume of a million a day. Much of this outflow has been in the face of a condition of the foreign exchanges which indicated no profit for the bankers making the shipment. But the foreign banks must have the gold, and they appear to have cheerfully recouped all losses on the transactions. It seems that in the early Spring a condition of financial anxiety was developed at Berlin, which led those in authority to adopt a policy tending to bring large supplies of gold to the Imperial Bank even though the process netted a loss. The golden stream was consequently set in motion from Paris and London, and soon afterward from New York, certain astute exchange brokers who are close students of the world's exchanges having discovered that the conditions of the import trade of the United States must sooner or later require large gold