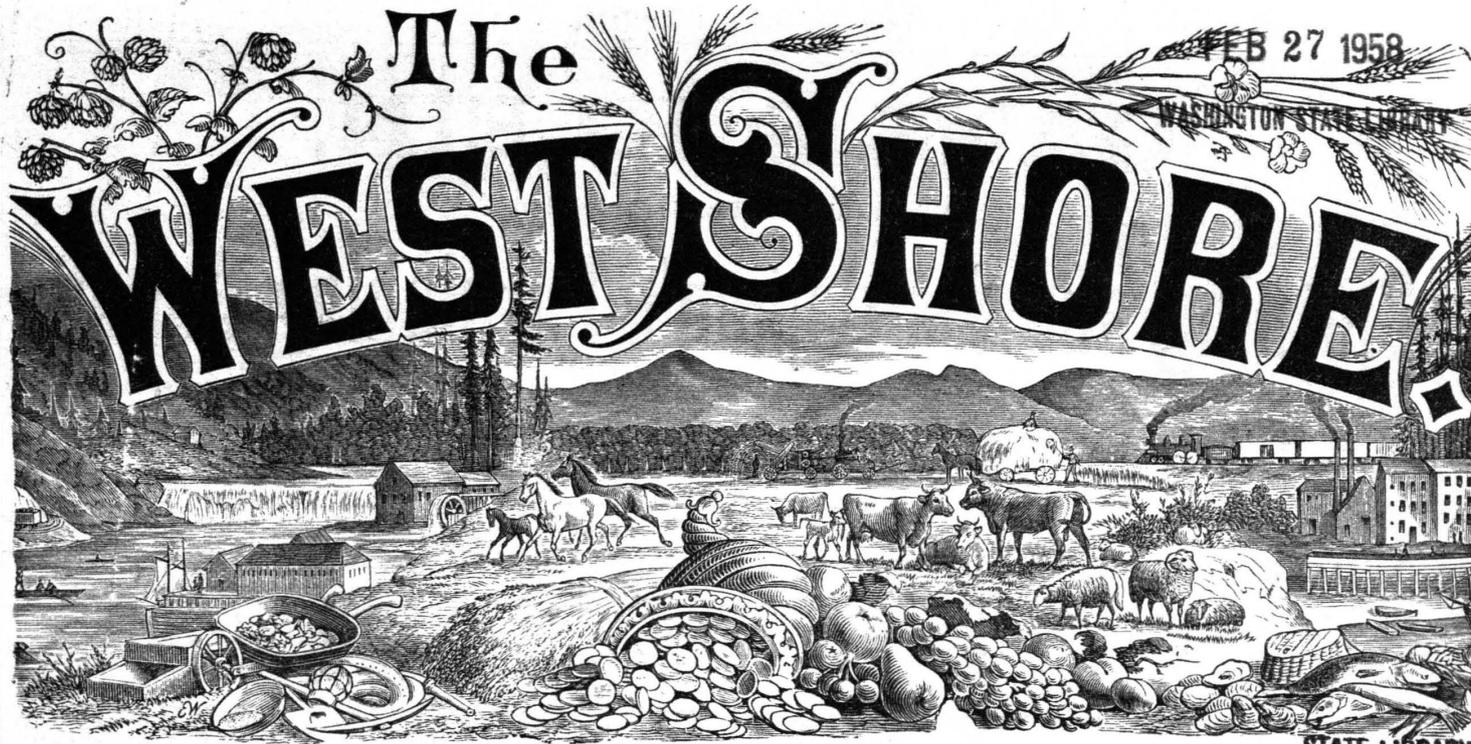


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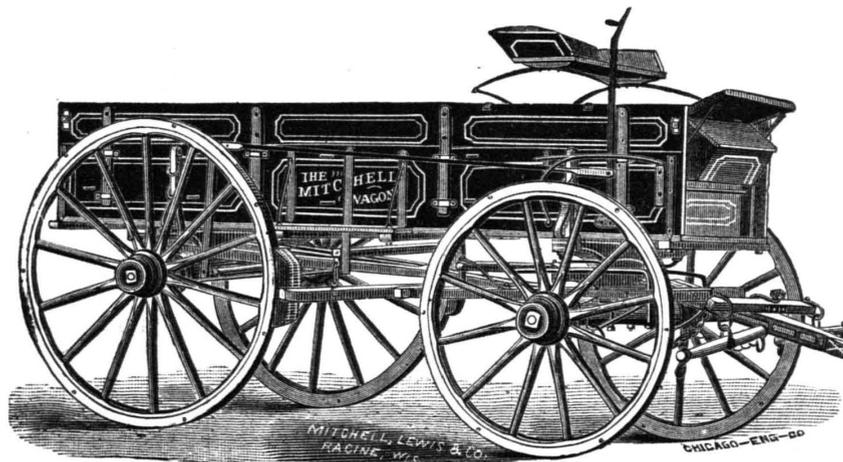
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THE WEST SHORE.

VOL. 9—No. 4.

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Craigie Sharp, Jr.,

Is fully authorized to transact business for this publication.

SPECIMEN NUMBER.

Any one receiving this copy of THE WEST SHORE will please consider it an invitation to become a regular subscriber.

Mr. Henry Villard is spending a few weeks on the coast looking over the field of his operations. Every visit he has paid us heretofore has made him more familiar with the needs of this region, and has resulted in enterprises tending to aid our development. We have no doubt that similar results will follow the inspection he is now giving the country.

We respectfully ask, when will New Tacoma drop the first half of her name? She is now the only place of importance and will probably absorb old Tacoma in a few years. Has not the tail wagged the dog long enough?

The new steamer *Wellington*, built for the coast trade, is now on her way from England with a full list of passengers who intend to settle in Oregon and Washington. Fully 200 families applied for passage, but could not be accommodated.

One of the best indications of the great progress of this region is the number of new papers making their appearance. Within the past month dailies have entered the field in New Tacoma and Dayton, W. T., and several weeklies have been established in various places. They all help to build up the country.

The first step towards the supply of proper facilities for handling our great grain product has been taken by the incorporation of the Columbia Valley Elevator Co., with a capital stock of \$500,000. This company will build elevators and handle grain at the principal shipping points along the whole railway system of this vast region.

The recent action of Mr. Villard in ordering the *Mississippi* to make a special trip to the Sound, to convey immigrants who were unable to obtain passage on the regular steamer, is another exemplification of the liberal policy adopted by that gentleman. To aid settlers in every way and build up the country as rapidly as possible, is the policy of the gentlemen controlling our railway system.

A letter from Grand Manan, New Brunswick, informs us that the desire to emigrate to the Pacific coast is increasing. Entire families are making speedy preparations to emigrate this spring; many young men are leaving, while heads of families are going out to locate a home for the wife and little ones left temporarily behind. Let them come; if made of proper material they will not regret the step.

As soon as through rail connection is had with

the east, the merchants of Portland and other business centers of the northwest will be placed on a par with San Francisco in the matter of facilities for importing goods from the east direct. That they will then be able to command the trade of this region, so far as the Bay City is concerned, is certain, and it will result in the building up of the trade centers here and the limitation of San Francisco's field of operations. That they do not relish the prospect is evident from the many warning editorials contained in their leading journals. The hand-writing on the wall is plain, and San Francisco must in the future look to the south, and not to the north, for her commercial support.

As an example of grasping land monopoly we give the following incident published by the *Oregonian*: "Yesterday afternoon a farmer, probably 70 years old, came to the land office of the Oregon and California railroad company, from near Tillamook, to beg further time on his last payment—\$12.50. He told a pitiful story of having lost his cabin by fire, and of walking all the way to North Yamhill station from across the Coast Range mountains. Good-hearted Hanson, the inspector general of the company, passed the hat through the several offices, raised enough funds to make his last payment and a considerable sum besides. A pass back to North Yamhill was given the aged settler, and tears came to his eyes as he uttered his thanks and asked a blessing on his benefactors."

There appears to be an unusual amount of energy in the canal projects this spring. DeLesseps has spent nearly \$30,000,000 in getting his scheme well in hand and in the preliminary work, and now promises to push the canal to a completion in 1888. On the other hand the promoters of the Nicaragua scheme have undertaken to secure the necessary means to commence their work without the aid of congress. To construct the canal across Nicaragua will require \$45,000,000, or about one-half more than has already been expended by the Panama company. The completion of one of these great water-ways from the Pacific to the Atlantic will be of untold advantage to this coast, and that company which offers the surest and speediest construction should receive our earnest support. The great ship railway scheme appears to have some vitality, and Captain Eads asserts that it will be completed in 1887.

The flow of immigration through San Francisco into the northwest continues in a steadily increasing stream. The transportation facilities are taxed to their utmost, and notwithstanding the fact that extra steamers have been used, delay frequently occurs. While waiting in San Francisco the immigrant is importuned by the wily immigration agents of California, to settle upon the parched lands of that state, and often, if he is not provided with a through ticket, he falls a victim to the agent's blandishments. An instance is reported where one of these officials attempted to induce a man who had the management of a large German colony, to settle in Southern Cali-

fornia, asserting that Oregon and Washington were lands of perpetual snow and disastrous floods; but the gentleman had visited our country and knew better. They must be reduced to their last resort, when compelled to make statements of that character, such as could deceive none but those too ignorant to travel without a guardian.

The amount of good arable land still open to settlement in the great northwest is almost beyond the comprehension of one who has not given the subject deep thought. The map conveys but a poor idea of the immensity of this region as a whole, and none whatever of the proportion of it which is susceptible of cultivation or desirable for stock and lumber purposes. It takes a vast extent of territory to make a small patch upon an ordinary map, and a five cent nickel will cover up ten townships upon one with a scale of thirty miles to the inch, or 232,400 acres of land. Divide this into farms of 160 acres, and place upon each a family of five persons, and we have 1,440 farms and 7,200 people. Allowing but one town as a commercial center for such a farming community, it would necessarily have a population equal to that of the country from which it derived its support. Thus looking at it simply from an agricultural stand-point, and not taking into account other resources and the item of manufactures, a little nickel will hide the homes of 15,000 people. It would take 200 of them to cover the 70,000 square miles of Washington alone. Allowing but one-third of that territory as suitable for farming purposes, though we well know two-thirds to be good tillable land, there are homes and a livelihood within its limits for 1,000,000 people, supported by the agricultural industry alone. When the factors of mineral, coal, timber, fish, etc., are also considered, the capabilities of Washington for the support of a vast population appear almost unlimited. The same is true of the whole northwest.

Twenty years ago it was generally supposed all the valuable agricultural land in that portion of Oregon and Washington lying between the Columbia and Snake rivers and the Blue mountains had been taken up. This consisted of the rich bottom lands along the many small streams. A few years later it was discovered that the high bench lands lying back of these bottoms were equal, if not superior, to them, for the production of grain. These were settled upon, and again it was given out that all the desirable land was taken; but settlers still pushed farther back and found good land, and grain fields appeared on the crest of the highest ridges and far up the sloping sides of the Blue mountains. Though millions of acres lying near the Columbia were not occupied, it was again the prevailing opinion that all the desirable land had been taken up. The argument was that the rainfall near the river was too light to mature a crop, and the region was popularly termed a desert. Three years ago several large tracts of this despised land were taken by capitalists, and the result of two years of cultivation has been an average yield of about thirty bushels of wheat to the acre. Millions of acres of this land

lie in vast unbroken tracts for hundreds of miles along both banks of the Columbia, extending back from the river from thirty to fifty miles, and lying in Wasco, Umatilla, Klickitat, Yakima, Walla Walla, Whitman and Spokane counties. Immigrants are pouring into that portion known as the Big Bend country, but settlements throughout this whole region are being made. The transformation of a few years will be wonderful. Irrigation, though beneficial, is not necessary in the greater portion, and water can be found easily by digging. The cry of "No water" and "Too dry" has kept as a wilderness a region that will soon be covered with villages. The railroad has been the chief factor in drawing attention to this land and making it valuable.

The failure in congress of the river and harbor appropriation bill is very detrimental to the interests of this coast and in consequence to the whole nation. The wealth and power of the United States has been wonderfully augmented by the development of the great northwest, and money expended in opening harbors and means of transportation would be returned a thousand fold in an increase of the nation's resources. It is but the cultivation of a field from which results a bountiful crop. Whatever there may be of fraud in connection with such appropriations in the east we know not; but we do know that the sums bestowed upon us have been judiciously expended, and have as far as they were able accomplished the desired end. That many of the improvements are in an incompleting state, is due entirely to the insufficiency of past appropriations. Owing to the fact that a failure of this bill was among the possibilities, engineers in charge of government works here have husbanded their resources, and have not pushed the work as rapidly as they otherwise would. The result is that at some points work can be continued slowly, at others enough can be done to keep it in its present condition so that the work already accomplished shall not be rendered useless, while in still other places nothing can be accomplished whatever. Railroads in many places along our mountainous coast are impracticable, and streams form the only outlet to millions of acres of agricultural, timber, coal and mineral lands. It is for such streams as these we ask congress for money, and are refused because eastern members are ignorant of our geography. The \$20,000 appropriated last year for rivers emptying into Puget sound, which Secretary Lincoln withheld, have been released, and Captain Powell is now constructing a snag boat for clearing the channels of the Skagit, Snohomish, Snoqualmie, Nooksack and Stillaguamish rivers. This work is of great importance to the lumber, agricultural and mining interests of that region. Work absolutely necessary on the Willamette and Columbia bars will no doubt be undertaken by the merchants of this city.

In the February number of the consular reports appears a letter from H. Matson, consul general at Calcutta, in regard to the India wheat crop and its effect upon the market for our own product. India is now able to supply a surplus of 40,000,000 bushels annually to the European market, and is capable of increasing that quantity indefinitely by clearing her vast jungles and converting them into grain fields. That is an expensive work and will not be done to any extent unless our failure to supply the European demand at reasonable rates shall stimulate them to unusual exertion.

At present an expanding area of wheat-producing lands, railroad conveniences, facilities for handling grain, and the stability of our money exchange, give us an advantage over India, which we can maintain if we keep pace with her in reducing the cost of production and handling. It is just at this point that the Panama or Nicaragua canal, or possibly both of them, will play an important part. The completion of one of these will give us a hold upon the European grain market that it will be hard to shake off. It will save us millions of dollars annually in reducing the cost of shipment by at least half. Even without that the completion of the great trans-continental lines of road will so cheapen the cost of producing the grain that our grasp upon the market will be firmer than ever. He who sleeps upon the track will lose the race even to the most sluggish competitor; and we must be awake to the situation and prepared to seize every point of advantage. Our broad acres rapidly being settled upon and brought under cultivation, our railroads reaching out their helping arms to every district in our vast domain, our freight rates being rapidly reduced by the increasing volume of business, all give us assurance of continued prosperity in producing wheat, and extend an invitation to energetic men that they should not be slow to accept. Fertile lands free and a market guaranteed are blessings that ought to be appreciated, and by the thousands pouring into our country we know that they are. A few years hence, when these magnificent opportunities are gone, those who have failed to appreciate them will wonder at their own blindness.

OREGON.

EASTERN OREGON.

Heppler has now a paper, the *Gazette*, and will receive much benefit from the prominence its columns will give it.

The system of water works to be introduced into Pendleton includes a reservoir back of the city to give a pressure of seventy-five feet.

A Catholic college is to be erected at The Dalles at once. The structure will be 60x90 feet, two stories and basement, and be constructed of stone and brick.

Foster, a station between Umatilla and Echo, has now a good store, and is the point of junction of a railroad to run to Prospect farm and the wheat fields in the northwestern corner to Umatilla county.

Twenty miles southeast of Heppner is the embryo town of Adamsville, on the road from Canyon City to The Dalles and Alkali, in the midst of an excellent agricultural region. It contains a store and blacksmith shop, and is soon to have a hotel and other improvements. Water and timber are abundant.

There are many fine sections in Wasco county yet inviting settlement. One of these is Chicken Springs, about twenty-five miles from The Dalles on the road to Canyon City, where a few settlers have demonstrated the fertility of the soil and its adaptability to the production of grain and fruit. The fact that Wasco has been known as a stock county has operated to prevent its settlement, and immigrants travel hundreds of miles and spend much time and money searching for locations no better than those they pass by in Wasco.

Many are learning this, and a great increase in business at the land office in The Dalles is the consequence.

Since the Malheur reservation was thrown open to settlement considerable attention has been attracted by that portion of Grant and Baker counties known as the Malheur country. Many settlers have gone thither in search of homes. As a stock region this is well known to be all that could be desired, but for agricultural purposes, with the exception of a comparatively small amount of bottom lands, the general opinion is that it is not desirable. In the neighborhood of Stein mountain, to the southwest, there is said to be much fine agricultural land. It may, perhaps, be proven that the general opinion in regard to the Malheur country is incorrect, as it has been in many other places. Good bunch grass land has been generally found to be worth something for farming purposes.

WESTERN OREGON.

A national bank has been organized in Albany.

A fruit cannery is talked of in Eugene City. That is certainly a splendid location for one.

A reservoir to contain 20,000 gallons of water and to give a pressure of fifty feet, is being constructed at Corvallis.

With 4,000,000 feet of lumber from her mills and several million bricks from the penitentiary, Salem hopes to have material for her new buildings this season. The demand for lumber and brick is great.

During the fine weather in March, C. P. Hall, of Washington county, plowed and seeded 225 acres in twenty-four days. All but thirty-seven acres were drilled in, and from present appearances will make a good crop. Grain throughout the whole county is in splendid condition.

Building activity in Astoria is very great. Times are lively there now because of the opening of the canning season. The river is dotted with sails, and there are more boats yet to go into the water. Too many boats have been fitted out, and an effort is being made to lay up some of them, though no satisfactory agreement has yet been made by competing companies.

Portland is as busy as ever. Work on the foundation of the large hotel is being pushed with vigor. A four-story brick hotel 100 feet square will soon be commenced on the corner of Fourth and Yamhill, several fine brick blocks are under way and others will soon be started. To a stranger the activity and bustle of this city is surprising, exceeding so much that which they have been accustomed to seeing in other cities of the same size.

A new town to be called Lenore is to be laid out in Columbia county near the foot of Deer Island and about a mile above and opposite to Kalama. The town site covers 400 acres. The main channel of the Columbia is but sixty feet from the shore at that point, and as it is below several of the most troublesome obstructions in the channel and at or near the point where the Northern Pacific will cross the river, the proprietors expect to make it an important shipping point, and possibly a rival to Portland, as Kalama was expected to be some ten years ago.

SOUTHERN OREGON.

The spring wheat is all in, there has been

plenty of rain, and Southern Oregon promises a good crop.

Jacksonville merchants are now receiving goods by the Crescent City route, four days from San Francisco.

Times are lively in Coos county this spring in both coal and lumber industries. Three logging roads with steel rails will be constructed this season.

The woolen mills at Ashland are running day and night with thirty hands, and ship large quantities of goods to Portland and San Francisco. The prosperity of Ashland is remarkable for a town shut off from railroad communication, and with the completion of the road now being extended to it a large increase in business and population ought to follow.

WASHINGTON.

EASTERN WASHINGTON.

Pomeroy is growing rapidly.

Prescott was laid out on the Touchet but a year ago, and is now building a school house to cost \$3,500.

The crops of Eastern Washington present a magnificent appearance, and nothing but an unforeseen calamity can prevent a splendid harvest and the blessings that follow in its train.

During the month of March 144 pre-emption filings were made at the Colfax land office, covering 23,040 acres; homestead entries, 87; acres, 13,920; timber culture entries, 73; acres, 11,680; cash entries, 3,353 acres; final homestead proof, 2,632 acres; total acres, 54,625.

Hon. Philip Ritz has set out 20,000 maple, walnut, ash, box elder and poplar trees on his place near Ritzville this spring. Trees planted by him last season are in good condition. The land in that vicinity is being rapidly settled upon now, though the general opinion until last fall was that it was of little value for agriculture. Mr. Ritz and a few others have practically demonstrated that the idea was erroneous.

The rush to the Big Bend country continues unabated. The advance agents of a colony of about a hundred Welsh families have recently made selections of land. They are called the Pacific Coast Cambrian Colonization Co., and will lay out a town this summer in township 26, range 31, east of Willamette meridian. The roads leading into the Big Bend region are dotted with immigrant wagons.

The new town in the Colville country has exchanged its name of Belmont for Colville, to make the removal of the county seat easier of accomplishment. Several new buildings have been erected and a number of old ones have been moved over from Fort Colville. The war department will rebuild and garrison the old fort this summer, as it is becoming a point of military importance.

WESTERN WASHINGTON.

At Port Townsend a fine saw mill is doing a large business. An addition 160x170 feet is being made to the Union wharf, which will make it as large as any on the Sound.

There are about 150 people on Whollochett, or

Cutthroat bay, ten miles west of New Tacoma. They are engaged in logging and general farming, and are introducing hop culture.

Orcas island is the largest in Puget sound, and contains about sixty settlements. About twenty good claims are yet unoccupied, and offer superior inducements to families desiring to make a home.

The rush to Whatcom county still continues. There are now four town sites on Bellingham bay, where is expected at some future time to be located the terminus of a branch line from the Canadian Pacific. The town of Whatcom has now a paper called the *Leader*.

The citizens of Vancouver have undertaken to fit up the old school building as a temporary shelter for immigrant families while they are selecting suitable locations upon which to settle. Such action as this will be of great assistance in drawing people to the fertile acres of Clarke county.

Snohomish county is receiving many settlers this spring. A farming colony of 250 Germans from Colorado has just settled on a selected location near the Snohomish river, and will form the nucleus of a populous community. Snohomish City is a thriving town. A two-story hotel, a warehouse and two residences have just been completed, and a livery stable, several business blocks and a dozen dwelling houses will be erected this season.

Many people are settling along the Chehalis and its tributaries in Chehalis and Mason counties. The soil is on an average five feet deep and is well adapted to the growth of oats, potatoes, hops and fruit. Cattle and sheep thrive on the abundant wild grass. Surveyors are at work north of Hoquiam, and several excellent townships will soon be thrown open. A wharf will soon be built at Montesano, and then the *General Miles* will run to that town. At present it goes no further up the river than Cosmopolis. The timber of that region is unexcelled, and when it has been cleared from the land the settler has left a soil of great richness.

New Tacoma is as energetic as ever. A three-story wooden hotel and a four-story brick one are going up, as well as many business structures and residences. Main street is being thoroughly graveled. The *Ledger* has begun issuing a daily that is full of news, and reflects the prosperity of the city. The rise in real estate values has been wonderful both in city lots and suburban property. Many additions to the town site have been made and much property contiguous to the city has been purchased at high prices with a view of making further additions to accommodate the growth of the city. A school house to cost about \$25,000 will soon be erected, also a substantial Catholic church. The great coal bunkers upon which so much work has been placed, are completed, and the business of shipping coal has become a very extensive one.

Seattle is a busy city. The hotels are unable to accommodate the crowds that land from every steamer. Marked improvement is shown in the number and character of the residences and business buildings in process of erection. Four large saw mills in the city and its suburbs and an extensive wagon and agricultural machine factory are now under way. The real estate market is still active, the sales in March aggregating \$474,748. Many additions to the town site have been

made, and all suburban property is considered valuable. The city has a fine school building, but will erect another this season at an expense of \$30,000, and still another in 1884, when it will have school facilities unexcelled by any city of its size on the coast. Work has begun upon a new system of water works that will supply 500,000 gallons per hour. An immigration and information bureau has been incorporated and is doing good work. The coal shipments in March reached a total of 15,305 tons.

A correspondent of the Port Townsend *Argus* thus speaks of the Quilleute country, on the extreme northwest ocean coast:

"It is estimated that there are 1,000 claims vacant in the Quilleute valley that are good farming lands, besides thousands of acres of the best timber land in Western Washington. The west end of Clallam county is the best part of the country. It has the best agricultural land, and the most of it. Quilleute is bound to be the most populous and wealthy part of the county. The claims that have been taken are most all prairie, black vegetable mold from two to four feet deep, with a yellow clay subsoil. Most of the farming lands has been taken up, but there are four streams which form the Quilleute river, all of which have rich bottom lands, that are as good as any river bottom land in Western Washington. One of the newcomers has a river claim, and will put in ten acres of hops in the spring. Some other parties will engage in the same business. The lumbering interests here will be immense, and the company that gets the first foot hold will get a fortune. The coal fields when open will add wealth to the country already rich in agricultural resources. Our cattle are running in the timber and are doing well."

IDAHO.

On the plain between Boise and Snake river is a vast area of splendid agricultural land which is favorably situated for irrigation. The Upper Boise River Canal and Land Improvement Co. has commenced the construction of a main canal which, with lateral branches necessary to develop this region, will cost \$750,000. The revolution that a completion of this enterprise will effect will be wonderful.

In January the town of Shoshone, which had existed a number of years under the name of Naples, contained a population of about 200. About the first of March the O. S. L. was completed to that place, it was made a temporary terminus, and the permanent junction of the Wood river branch, and is now a thriving town of some 2,000 people. It is but another example of the rapid rise of railroad towns. A weekly paper, the *Rustler*, has already been established.

The Hailey land district was established by executive order dated January 24, 1883, with the land office at Hailey. The boundaries are as follows: Commencing at a point on the right bank of the Snake river at the intersection of the range line between ranges 9 and 10 east of the Boise meridian; thence north along said range line to the left bank of Salmon river; thence easterly up the left bank of Salmon river to the western boundary of Lemhi county; thence north along the said western boundary of said county to the boundary line between Idaho and Montana; thence southeasterly along said boundary line to the intersection with the range line between ranges 29 and 30 east from Boise meridian; thence south along said range line to the right bank of Snake river; thence westerly down the right bank

of said Snake river to the place of beginning. This will be a great convenience to settlers in the Wood river country.

Two parties will soon leave Lewiston to survey government lands in the northern portion of Nez Perce county and in Shoshone county. There are large areas of valuable agricultural land in those localities, which will soon be occupied. The land office at Lewiston is thronged with men looking for desirable locations. All the land within twenty miles of that city will soon be taken, and it is to be hoped that the reservation will shortly be thrown open.

BRITISH COLUMBIA.

Great activity is now displayed in the three leading industries of the province, fish, coal and lumber.

The advantages and resources of this province are attracting considerable attention in Canada and England. Since his official visit Lord Lorne has spoken and written much in regard to the country, and many sketches made by him have been engraved and published. The fertility of soil, beauty of the scenery, wealth of resources, and the mildness of its climate as compared with Canada and even with England, are winning for it many ardent admirers. Immigration has begun to show a marked increase, and the government has appointed an immigration agent with headquarters at Victoria. Many Canadian mechanics have already come out this spring, most of them under contract for \$3.50 to \$4 per day to work on the Canadian Pacific, while many families are coming to take up land for agricultural purposes.

ALASKA.

The movement of miners to the Alaska mines has already begun.

The steamer *Hassler* is being fitted up at San Francisco for the survey of the Alaska coast.

The Alaska Commercial Co. has bought out the Western Fur Co., its English competitor.

The increase in freight and travel to Alaska has compelled the Pacific Coast S. S. Co. to enlarge its facilities and make more trips.

Three excursions to Alaska will occur during the summer months, and will no doubt be enjoyed by as large a list of passengers as the steamers can accommodate.

MINING.

It is proposed to try a new process for saving fine gold on the bars of Snake river.

A six-foot vein of coal has been found north of Cathlamet in Wahkiakum county, W. T.

The coal mines on Skagit river are being thoroughly prospected by a San Francisco firm.

The U. S. Grant mine, one mile from Virginia City, Montana, is spoken of as one of the coming bonanzas.

The Ingersoll mine in Blackburne district, Montana, is highly spoken of. It is expected that a smelter will be erected there this summer.

Hydraulic mining will be inaugurated this spring on Salmon river, Idaho, where there is

much ground favorably situated for working by that process.

Since the first of February considerable work has been done in developing the Black Diamond coal vein on Pine creek in the Umpqua country. The coal found is said to resemble the Cumberland.

The working force in the Carbonado mines is 300 men, and the daily output 490 tons. A new engine has been procured, and an additional force will be put on to increase the daily yield to 800 tons.

The Silver King mine in the Sawtooth mountains has been sold for \$100,000 to parties in Hailey, Idaho. The ore is very rich and there is said to be enough in sight to pay for the mine four times over.

The mines of Montana district, around Neihart, Montana, are being well developed. The chief properties on which work is being done are Queen of the Hills, Homestake, Sampson, Fitzpatrick, Blue, Maude S, Ora La Platta and Van Cotta.

The Lodomia ledge, about twelve miles from Prineville, Oregon, has been tapped by two tunnels, the ore showing a working test of \$30 per ton gold. A ten stamp mill will soon be erected by the Pioneer company.

This is a very favorable season for the miners along Klamath river. The low stage of water has allowed them to put in their wing dams and begin work on the river bed much earlier than usual, and they are already taking out pay gravel.

The Stoddard group of ledges were discovered in 1880, and are situated on a high mountain near the headwaters of the middle fork of Salmon river in Idaho. There are four valuable locations, the Helena, White Dog, Greyhound and Blue Grouse.

One of the richest strikes yet made on Wood river is the Emma ledge, discovered by two men in Bullion while excavating in the side of a hill in that town. The ore is remarkably rich, some of it being covered with wire silver. The *Hailey Times* says they refused \$50,000 for the location.

Although but little more than the work required by law has been done on the ledges of Oro Fino district, a few miles from Deer Lodge, Montana, the general impression is that they are valuable. Three of them have recently been bonded and will probably be thoroughly prospected this season.

Twenty years ago the Cordova was located at Phillipsburg, Montana, worked to the depth of twenty feet and abandoned. Recently the Hope company acquired it, sunk the shaft twenty feet further and struck an excellent body of ore. A smelter and concentrator will be erected if further developments justify.

The mines at Mineral City, Idaho, have been organized as Washington mining district. The main ledges are the Black Maria, Daniel Boone, Egan (recently discovered and very rich), Northern Belle and Rising Sun. The first two are being thoroughly developed, and are exhibiting splendid bodies of ore.

At Butte City, Montana, several rich developments have recently been made. In the Moulton the richest strike yet made in that valuable mine has been reported in the 300-foot drift. Both the Alice and Magna Charta have made rich developments. The eighty stamps of the Alice have been running constantly since the first of January.

The quartz ledges of Barton's gulch, near Virginia City, Montana, are showing rich ore and are beginning to attract considerable attention. The Black Eagle, Gray Eagle, True Fissure, Zebra, Old Union, Palmyra, Little Annie and Agricola have had considerable work done on them, and others are being prospected. The ledges carry gold, silver, copper and galena, and are true fissure veins.

THE LAND LAW.

Secretary Teller recently gave a definition of the word "settlement" as regards a pre-emption claim, which is of interest to a class of land jumpers who think a man has not taken possession of his claim until his cabin has been erected. The secretary says:

"Residence is not essential to a pre-emption settlement. A settler is one who does some act on the land indicative of an intention to claim the benefits of the law. Although the erection of a house and residence therein may manifest such purpose, in connection with other acts, yet there may be a valid settlement without residence. To fell trees, to plow or fence the land or lay the foundation for a house, or do any other act which clearly manifests a purpose to convert the land into a home, will, if followed by residence, give the party a pre-emption right which relates back to his first act. No definite time within which residence must commence is fixed by law. It must, however, be within such reasonable time as to manifest a purpose to comply with the requirements of the law and to retain and not abandon the tract. In such case his right will not be forfeited."

In regard to cutting timber on homestead claims, the commissioner has recently decided as follows:

"When it is clearly evident that a homesteader has settled upon his claim, intending in good faith to make a permanent home thereon and to improve and cultivate the land entered, he is permitted to cut such timber as must be removed from the land in the process of clearing it for cultivation. If the amount of timber so cut from that particular portion of the claim which the homesteader contemplates clearing for immediate cultivation should be more than he requires for fencing, buildings and other improvements upon his claim, he is permitted to dispose of such excess of timber so cut. Any other timber upon the claim cannot be sold until the claimant has perfected his title to the land embraced in his entry. The question whether the land is being cleared for legitimate purposes is a question of fact which is liable to be raised at any time. If the timber is cut for any other purpose, it will subject the entry to cancellation, and the person who cut it will be liable to civil suit for recovery of the value of the timber, and also to criminal prosecution for violating the law in such cases provided."

The secretary of the interior has decided that an application to amend a homestead entry is a matter of right only when necessary to correct a mistake, clerical or otherwise, which would result in depriving a settler of his actual home or valuable improvements, and if allowed in any case it should be as a matter of executive discretion, to enable him to take the full quantity allowed by law, and to avoid a conflict with other asserted claims.

The department has decided that, where a single woman makes a homestead entry, and afterwards marries, her husband, in the event of her death, cannot purchase in his own name, under the act of June 15, 1880. The question as to whether a husband in such a case is an heir, is one to be determined by state law and not by the department.

AGRICULTURE.

Although our soil and climate are second to none for the production of vegetables, and our means of transportation are good, we still import garden products from California. We hope not only to see this changed, but a surplus raised to supply outside markets. It will pay somebody to raise vegetables extensively.

The favorable aspect of the grain crop still continues. The desired rain has watered the fields, and there is now apparently nothing to prevent a large yield. This state of affairs is universal in the northwest, and the consequence is a widespread feeling of confidence and increased efforts in investment and development. The exceedingly poor condition of the English wheat crop is a guarantee of good prices, while the increasing facilities for handling grain here will result in giving to the producer a greater share than formerly of the price realized in the foreign markets.

The question of making our own butter or importing it from California, is one that should receive the careful attention of farmers. Home manufacture of this great staple means thousands of dollars annually in the pockets of our producers. Western Oregon and Washington are unexcelled in the world in dairying facilities. With a mild climate, abundance of water, infrequency of snow, and green and nutritious grass growing luxuriantly the year round, what more could be desired? The establishment of cheese factories and co-operative creameries on the plan adopted in the east, is the proper step to take. Let half a hundred farmers of a neighborhood band together, build a creamery at some central point, employ a competent man to operate it, and then each one keep from ten to fifty good milch cows and turn the milk into the factory every morning, receiving *pro rata* the earnings of the business. With butter averaging forty cents such an investment cannot fail if managed with any skill whatever. There is a splendid opening here for a number of experienced cheese and butter men to establish a paying business. Even if farmers feel timid about adopting the co-operative system, there is no doubt about their willingness to keep the cows and sell milk to any factory that will guarantee for it a permanent market. Half a dozen of the many factories now struggling for an existence in the east could transfer the scene of their operations to this region with profit. It will pay them to visit us and investigate this matter. Two creameries, the Farmington and Elmwood, are illustrations of what can be done on a larger scale. Edward Nelson, secretary, said recently to the Oregon City *Enterprise* :

"In 1870 the Farmington creamery was started with a capital of \$4,000, in shares of \$25 each. There were twenty-four stockholders in all. The dairy has been managed by a board of directors, which meets once a month and determines what shall be divided among the patrons. In the first year the creamery had the milk of seventy-five cows; now it has the milk of over seven hundred, and is deemed an indispensable necessity. The creamery buildings cost in all \$4,000. We have an icehouse which will hold about one hundred and seventy-five tons, and this cost \$350. A cottage cost \$500. The first year we were in business we made butter for five months, and now make it the entire year."

HOPS.

Many hop vines are being planted along the Chehalis river.

The land purchased in the forks of the Santiam and Willamette for a hop farm amounts to 2,100 acres. The work of setting out roots is already begun.

Two large farms near Salem, Oregon, were recently purchased at forty dollars per acre by practical hop growers. They will be converted into hop fields, much of them this season.

The acreage of hops in Puyallup valley this season is nearly double that of 1882. The young roots will augment the crop but little this season, but hop growers express themselves as satisfied with a yield as good as last year if the prices remain as at present.

In regard to this industry the Philadelphia *Record* says :

"The plan in England is to select a good rich soil and plow it deep, at the same time manuring well and heavily. Good drainage is also necessary, and every precaution is taken to afford the most favorable conditions for securing the crop. Cuttings or shoots of any approved sort which have been reared in a nursery are planted in rows six feet apart, and the hills should be that distance apart in the rows. From two to three plants are allowed to each hill, and they are separately staminate and pistillate, one male plant being planted for every fifty of the others. Each hill has a short pole, which is fixed before summer, to which the young vine is fastened and trained. Early in spring the ground is again cultivated, both the cultivator and hoe being used, and the hills are finally earthed up in June. In this country the distance between rows varies from six to eight feet, and some growers use two poles instead of one, the poles being from twelve to eighteen feet in height. Seven feet apart each way is also a favorite distance, which gives 900 hills to the acre, and allows fewer vines to the hills. Plenty of sunlight and a free circulation of air are beneficial to the vines, and manure may be added at any stage of growth, owing to the plant being a gross feeder. The use of manure and the quality of the soil are also important, but first in the management is the judicious use of the plow, cultivator and hoe, to say nothing of setting, tying and training the vines. From four to six pounds have been gathered from each hill on good locations, and it is not expecting too much to claim one ton of hops for every acre cultivated, though much less is often obtained. The New York hop district last year produced 16,000,000 pounds of hops, and the cost of production was from ten to fifteen cents per pound, including all expenses of wages, interest, use of land, etc., and the average price obtained was sixty cents, although some lots sold for \$1."

FRUIT.

The fruit crop of Boise City was valued at \$50,000 last year. The opening up of Southern Idaho by the Oregon Short Line will aid in the development of that industry there.

A gentleman from the east recently paid \$6,000 for 200 acres of land between Freeport and Alki, on Puget sound. He is clearing the land and will plant a large orchard and an immense garden of small fruit, to supply the Seattle market.

A tract of 350 acres in Windy cove, Mason county, W. T., has been purchased by two gentlemen for a cranberry marsh, on which they will plant the best New Jersey berries. On seventy-

five acres of this tract wild cranberries grow in profusion. The whole patch will be capable of producing 20,000 barrels annually.

In buying fruit trees, orchardists should be careful to get those reared in localities with climate and soil as near like that of the region in which they are to be planted as possible; the hardier varieties for the colder and more exposed sections, the more tender for the mild or sheltered regions. Much loss and discouragement may be avoided by using good judgment in selecting the young trees, seeds, cuttings, etc.

There is no question about the future of the fruit industry, which will develop to large proportions in the northwest. The completion of the transcontinental roads will open a market for fresh, dried and canned fruit that must soon cause orchards to appear on every hand. The apples, plums, cherries and pears of Oregon, Washington and Idaho are unexcelled for flavor and soundness, and must hold a prominent place in the market. In many localities, and especially in Southern Oregon, peaches grow that are superior to those of California in delicacy of flavor, while grapes, apricots, almonds, etc., are equal to those of the Golden State. By raising in each locality those varieties of fruit that are specially adapted to the soil and climatic conditions, complete success can be obtained throughout this whole region. Hitherto, in the absence of a suitable market, apples and other fruit have been allowed to rot upon the ground. During the past three years a number of patent fruit dryers have been in use and the result is so favorable that many more will be purchased this season. An orchardist at Corvallis sent a box of dried apples to New York last December. They were submitted to three leading houses and were rated at sixteen cents per pound in that city. A bottle of dried plums was also sent, and they were pronounced equal to the best in the market. Drake Bros., of St. Paul, recently made inquiries of Superintendent Muir in regard to the possible supply of Oregon and Washington fruit, in which they expect to deal as soon as the Northern Pacific is completed. Something over a year ago we had a conversation with Washington Porter, of the firm of Porter Bros., Chicago, the heaviest shippers and dealers in California fruits, in which that gentleman said that owing to climatic reasons the Northern Pacific would be preferable to other routes for the shipment of fruit, and that probably on the opening of that road and the California extension, much of the California fruit would be sent over its line. In that event, in purchasing he would prefer to buy in Oregon as much as possible, because he expected to get sounder fruit and would have less distance to transport it. When it is understood that these gentlemen handle several thousand tons of California fruit annually, it will be seen that this opinion is very significant. There is a splendid opening here for practical orchardists from the east to lay the foundation of a sure and speedy fortune. Men of energy and intelligence, even without previous experience in fruit-growing, need not hesitate to embark in a business so promising, where land can be had so cheap and the elements of success are so plentiful. The farmer who wisely decides now to plant an orchard or to enlarge the small one he already owns, will have reason in a few years to congratulate himself upon his investment.

STOCK.

Fifty dollars per head are being refused for beef cattle in Grant county, Oregon.

A stock farm in Crook county, Oregon, consisting of 2,300 acres of land, 7,000 sheep, 1,000 horses and cattle, and farm implements, was recently sold for \$70,000.

A band of 146 cattle in the Yakima country was recently sold for \$69 a head. At such prices it would seem as though every farmer would find it profitable to raise a few cattle for the market.

At least twice the usual amount of capital will this year be invested in sheep in Northern Montana, in the region tributary to Benton. Great attention is being paid to the improvement of flocks.

The Snohomish, Skikomish and Snoqualmie valleys are spoken of as capable of supporting cattle enough to supply the markets of Puget sound. In the old logging districts the grazing land is excellent, and will no doubt soon be utilized.

There is no better food for fattening hogs than the camas. It grows in damp, marshy ground, and upon the sides of mountains where the soil is rich and moist. It spreads rapidly and is hard to kill out. Farmers would find it to their advantage to plant small patches of camas for their swine.

The attention paid to importing and breeding Percheron horses in Rogue river valley is making that region the best place in Oregon to secure work horses. The advantage of raising high-priced horses is too evident to need comment. It costs but little more and they sell for three times as much as the ordinary scrub.

The great increase in the price of beef has given an unusual impulse to the stock industry in Montana, Idaho and Eastern Oregon. The construction of railroads has also an important effect upon the business, cheapening the transportation and placing cattle in the market in better condition. Large drafts have been made for eastern shipment, especially in Oregon and Washington, so as to reduce the present number on the ranges materially; but new men are embarking in the business, new ranges are being occupied, and a great increase is sure to follow. The settlements for agricultural purposes are gradually curtailing the ranges in many localities, and this must result in the practice of keeping smaller bands. Each farmer can engage in the business in a small way and the aggregate number of cattle be un-reduced.

The New York *Sun* speaks as follows of an industry which we firmly believe will be established within a few years:

"The experiment of shipping dressed beef from Chicago to the east has been watched with considerable interest by persons extensively engaged in cattle raising in the far west, especially in Montana Territory. It has yielded results so satisfactory to its promoters that the plan of slaughtering cattle on the great ranges in Montana, where they are fattened, and sending the beef in refrigerator cars to New York and New England is now seriously talked of. It is held that there are two reasons why the Chicago dressed beef is not in perfect condition when it arrives in this market: First, the cattle on their arrival at the Chicago yards, though in better condition than if they had made the longer journey to

New York, are not fit to be killed; and secondly, no refrigerator car has yet been invented which preserves the evenness of temperature necessary to keep the dressed beef in perfect order. Persons claiming to be informed as to the needs of the business say that a refrigerator car which should wholly answer the purpose for which those cars are designed would be worth at least a million dollars to its inventor, and they believe that with inducements so great it will not be long before an almost perfect refrigerator car will be made. With such a car, they say, beef slaughtered in prime condition on the Montana ranges may be delivered in New York in a state which will do away with all the objections now raised against the beef that is sent here from the Chicago slaughter houses. The greatest obstacle, then, to the success of the project, it is said, would be the opposition of the great firms who are in that line of business in Chicago, so great that persons interested in the project say they would be compelled at first to do business through those houses and give them the lion's share of the profits. It is difficult to understand why, other obstacles being removed, the cattle raisers in Montana cannot find a way of sending their beef through to New York in refrigerator cars without paying tribute to the Chicago men. Anything that would cheapen the price of wholesome beef in New York would be a blessing to this great city. To the men who need it most, to give them strength for work, it has already become a luxury almost beyond their means."

Temporarily, at least, the shipment of dressed beef, instead of live stock, would materially reduce the freight receipts of the railroads unless a high tariff be charged; but we are of the opinion that the building up of this industry will cause a development of incidental freight traffic that will far exceed in amount the present shipment of live stock, and we think the railroads will take this view of the subject.

Enormous bones are constantly being unearthed along Hangman and Pine creeks, in Spokane county, W. T. Tusks twelve feet long and eight inches in diameter have been found in the mud surrounding a large spring. They disintegrate rapidly when exposed to the elements.

A new mud geyser has been discovered on Pelican creek, two miles east of Yellowstone falls. It is surrounded by numerous hot springs, and when in action large masses of mud are thrown high into the air. The force at times must be terrific, as the trees in all directions for a distance of seventy-five yards are covered with mud.

Dhawalgiva and Kuchinjinga, each about 28,000 feet high, were considered the highest peaks in the world until Mount Everest was discovered and shown to have an altitude of 29,002 feet. These are all in the Himalayas. Recently Mount Everest has been dethroned by the discovery of a peak in the island of New Guinea 32,786 feet high, which has been appropriately christened Mount Hercules.

Pompey's pillar is the name of a column of sandstone 400 feet high, on the Yellowstone river, near Billings. It was named by Captain Clarke the great explorer, and bears the following inscription carefully cut in script letters; "William Clarke, July 25, 1806." General Anderson, of the Northern Pacific, has ordered the name to be protected by a frame faced with glass.

THE SIUSLAW.

A gentleman who has visited and surveyed the Siuslaw country, and is well acquainted with that region from personal observation, has kindly furnished us the following for publication:

The Siuslaw river, flowing in a westerly course, empties into the Pacific ocean in latitude 43° 58' north. Its principal tributaries are the North Fork and Lake creek, both of which enter from the north. The former enters below the head of tide water, and the latter seven miles above, and are nearly equal in size to the main stream at their junction. Tide water extends up the Siuslaw twenty-five miles, and the volume of water flowing in at the head of tide, is about 3,000 cubic feet per second. The width of the river at the mouth, is one-third of a mile. Passing up stream, the channel gradually widens for four miles, forming a small bay, three-fourths of a mile wide. Thence it gradually narrows to the head of tide water, where it is thirty rods wide. The channel is free from mud flats or drifts and is confined within smooth, permanent banks.

The average depth of water, in the distance of twenty-five miles of tide water, is forty feet, and there is but one point where the depth is less than twenty feet. This point is situated fifteen miles up stream from the mouth, and here fourteen feet of water are found at low tide, or twenty feet at high tide. At the mouth of the river, on the bar, there are thirteen feet of water at low tide, or from eighteen to twenty feet at high tide. The distance from deep water inside, to deep water outside the bar, is very short, only about five hundred feet. The entrance here is peculiarly easy, from the fact that the channel extending from deep water to deep water, runs out to sea at right angles to the line of the breakers, so that a vessel in entering is not thrown sidewise to the breakers and consequently not in danger of being beached. The character of the country along this river is mountainous and densely covered with forest and undergrowth. Immediately along the river and the tributaries, there are numerous small level valleys or bottoms of the most fertile soil, suitable for the production of fruit, vegetables and the cereals. The hills are all of sufficient fertility to subserve grazing purposes, and there are many good locations for dairies to be found here, when the country is once opened. The forests of timber valuable for lumbering purposes are very extensive, and the tributaries of the Siuslaw river, spreading, as they do, over a large area of country, afford better means for floating logs to market, than is found at any other harbor along the coast of Oregon. The lumbering interests here, alone, are of ample importance to warrant the opening of the country, and as an example we may look at the lumber trade and shipbuilding carried on at Coos bay.

Salmon fishing is engaged in here during the months of August, September and October, and with reasonable development would afford an exportation of \$100,000 worth of salmon each season. Although the fishing was but meagerly carried on last season, about \$25,000 worth was packed and shipped. By the way of this stream there is quite a natural outlet from the Willamette valley to the coast, there being a pass through the Coast Range of mountains, the highest point of which is one hundred and seventy-five feet above the general level of the country. In view of the natural wealth here it would seem, that the opening of the Siuslaw harbor merits a due proportion of the public attention.

TRANSPORTATION.

Work is progressing rapidly on the extension from Puyallup to Seattle.

The engineers of the O. S. L. still continue the survey down Snake river.

Track was laid across the third crossing of the Pend d'Oreille, or Clarke's fork, the last week in March.

The new time table on the Northern Pacific went into effect April 22d, from St. Paul to Bozeman without change of cars.

The road on the old Cascades portage has been reduced to a narrow gauge, allowing the company to utilize the rolling stock of that class it possesses.

Local passenger traffic on Puget sound is becoming very extensive, while the arrivals by San Francisco steamers far exceed anything before experienced.

A line of weekly stages has been put on the newly opened route from Jacksonville to Crescent City, where connection is made with a steamer to San Francisco.

Posters announcing the opening of the Oregon Short Line route to Wood river, and describing the mineral resources of that country, have been issued by the Union Pacific Co.

The railroad bridge to be built across the Willamette at Portland by the Northern Pacific Railroad Co., has been located to run from North Seventeenth and W streets to the wharf at Albina. Work has been commenced on the structure.

The trestle now being constructed at Marent's gulch in O'Keefe canyon, Montana, will be one of the most wonderful feats of railroad building ever accomplished. It will be 868 feet long, 84 feet wide at the base, and 226 feet high.

The Baker City branch of the O. R. & N. Co. has been opened for traffic to Cayuse station, twelve miles beyond Pendleton. Early in May the road will be operated as far as Meacham's, near the summit of the Blue mountains.

Track-laying has begun on the "half-moon road" running from Palouse Junction on the Northern Pacific to Colfax, Palouse City, Farmington and Moscow. It will be a great factor in developing Whitman county and Northern Idaho.

The celebration in Bozeman of the completion of the Northern Pacific to that city on the twenty-first of March, was participated in by 6,000 people. Speeches, banquet, procession and illuminations expressed the joy of the citizens at receiving direct rail connection with the east.

The Shonkin bar on the upper Missouri river will be removed this summer by the government engineers. This has long been a detriment to navigation of that important stream, and its removal will be of great benefit to a vast region depending upon the Missouri for a commercial highway.

The Northern Pacific has fixed \$150 per car as the freight rate to immigrants from St. Paul to Bozeman. A family can thus take their household goods to Montana at a small expense. The same liberal policy will be pursued when the road is completed. Such action as this helps wonderfully in building up a new country.

A continuation of the O. R. & N. Co.'s line from Riparia (Texas Ferry), on Snake river, through the Palouse country to Spokane Falls or some other point on the Northern Pacific, is desired by the people of Walla Walla, because it will furnish a shorter eastern outlet, and will bring a larger area of country under contribution to that city.

The Seattle and Walla Walla Wagon Road Co. has been incorporated in Yakima City, with a capital stock of \$100,000, to build and maintain a wagon route through Snoqualmie pass connecting Eastern and Western Washington. It is an effort to open direct communication between those sections while awaiting the railroad that will inevitably be constructed.

The *Wide West* is now making the round trip between Portland and Astoria in one day, starting from this city at 5 A. M., and leaving Astoria on the return trip at 1 A. M. It is but a decade ago that we had but two trips per week, and now we not only have the regular boats each way daily, but this fast boat making the round trip each day. It is but one instance of the growth of trade and travel throughout the great northwest.

There are to be twelve bridges of the Howe truss pattern between Little Blackfoot and Missoula. All are composed of sixty-six foot spans; the shortest being a single span at Gold creek, and the longest a four span at Lennan's, near Bear Mouth. Everything is ready for the pile-driver and carpenters to commence the work of construction. With the exception of one at Gold creek and one at Big Blackfoot, all are crossings of the Hell Gate river.

Livingston having been selected as the starting point of the branch running from the Northern Pacific to the National Park of the Yellowstone, surveying was commenced at once, and now a large force is at work on the grade. It is the intention to have the road completed in July, so that tourists to the Park can be accommodated this season. It will become very fashionable for overland travelers to switch off at Livingston for a few days' visit to that great home of nature's wonders.

The work of building steamers to ply on the rivers and bays and between our coast harbors has been very active this spring, showing a great increase in coast and inland commerce. The *W. K. Merwin* has just been completed at Seattle, at a cost of \$12,000, to ply on the Skagit river trade. The *A. B. Field* was launched in Astoria in March, and has entered upon the route between that port and Tillamook. The *Annie Faxon* and *D. S. Baker* were launched at Celilo recently, and will ply on the Upper Columbia and Snake rivers. At Victoria the *R. Dunsmuir* and *Barbara Boscowitz*, the latter a steam schooner, were recently completed. A new steamer to navigate the waters of Gray's harbor and Chehalis river is being constructed.

The iron bridge across Fraser river, to be built by the Canadian Pacific, has been located sixty miles above the head of navigation. Owing to the narrow channel and the great increase in volume of water and strength of current in the spring, it was found impossible to erect a pier in mid channel, and therefore a central span of 315 feet will be thrown across the stream, resting on piers on either end, while two end spans of

105 feet each will carry the bridge to the rocky sides of the valley. The bridge will be 125 feet above the ordinary water line, which raises sixty feet during the annual freshets. The bridge is now on its way around the Horn, being shipped in small pieces ready for putting together.

The extension of the O. & C. road to the California line is being vigorously pushed. About the first of May trains will be running to Julia, on Cow creek, which will be the operating terminus till after the Cow creek tunnel is completed. This will be done in July and the road, which will be graded many miles beyond, will be extended to Rogue river valley so as to reach it some time this fall. The great tunnel through Siskiyou mountain has been definitely located, and work will be at once commenced and pushed to a completion at the earliest possible moment, probably in the fall of 1884. On the California side, grading is now being done on the first fifteen miles north of Redding, while the bridge work for a long distance beyond that point is in an advanced stage. The road will have penetrated far into the mountains before the season closes. Between 3,000 and 4,000 men are at work above Redding.

In answer to a letter of inquiry, addressed by Hon. P. B. Johnson of Walla Walla to Henry Villard, Esq., the latter gentleman uses the following language:

"I would say in general terms that the policy of our companies will not be like that pursued by the Central Pacific railroad company in reference to interior points. The Northern Pacific and O. R. & N. companies do not propose to charge local rates that will prevent the development of distributing points in the interior. In other words, to use your example, it is not the purpose of the management to charge rates to and from Walla Walla equal to the rates between St. Paul and Portland, plus the rates from Portland to Walla Walla. I cannot at this time, in advance of the completion of the Northern Pacific railroad, say precisely what the rates will be, but have no hesitation in saying that they will be so adjusted that Walla Walla will retain the custom of the country naturally tributary to the place."

The following from a Chicago journal shows what they think of our country in that great railroad center:

"One of the most noteworthy examples of current progress is the opening up of Idaho, Montana, Oregon and Washington by railroad construction. The remote regions of the Rocky mountains in Idaho and Montana, as well as Eastern Oregon and Washington, hitherto unaccessible save by means of the slow-plodding mule and the long-suffering horse, will soon reverberate with the shrill locomotive whistle and the thundering train. The vast regions thus opening to traffic are mostly without adequate timber resources, and as their mining and stock-grazing interest are developing, and towns and cities spring up, a field for lumber distribution as large as that tributary to Chicago will be added to that which is calling on the supply. All are familiar with the building of the Northern Pacific, which now lacks only 200 miles of completion, and will sweep across the northern part of the mountain region. The Union Pacific company is pulling out to reach Oregon and Washington abreast of its great northern rival. It is con-

structing the Oregon Short Line, which leaves the main line at Granger, Wyoming, and strikes off through Idaho in a generally northwest direction toward Oregon, and is intended to connect with the Oregon system at, or fifty miles east of, Baker City. The road was opened to Shoshone, Idaho, on March 1st, a distance of 321 miles from Granger. Shoshone is at the junction of the Wood river branch, which extends northward. The Short Line not only connects with the Oregon system, but is striving after Puget sound business, and this interest is spurring the Northern Pacific company to put in the projected road across the Cascade range from its trunk line to a Puget sound outlet. Not only are these two great rival trans-continental companies thus reaching and straining after North Pacific traffic, but it is said that the Chicago & Northwestern company is stretching for the Pacific through a region midway between the lines of the Union Pacific and Northern Pacific, and will soon have a road completed to Deadwood, in the Black Hills. Further progress westward across the Rockies is only a question of time. These three great trunk lines will quite thoroughly open the regions of Idaho and Montana, and each is sure to throw out branches as the two that have already penetrated the country have begun to do. It is safe to say that, within from three to five years, Idaho, Montana, Eastern Oregon and Washington will be as well supplied with railroads as Iowa and Minnesota are now. This, of course, means settlement, hundreds of new towns and cities, and the use of any amount of lumber."

FISHERIES.

A cannery is in course of construction near the mouth of Coquille river.

A new floating fishery and canning factory has been built at Victoria upon improved plans.

The tug boat *Mountain Queen* has been built for Mr. Pettitt, to be used in catching fish for his cannery at Astoria.

The salmon season on the Columbia opened Monday, April 2d. At Astoria the catch for the first day was about twenty-five to the boat, though several took fifty each, and one brought in eighty-five.

The government fish commission has announced that the fishery on McLeod river, California, will be discontinued, as no appropriation has been made, and the opinion prevails that the McLeod salmon do not thrive when transplanted. If the plant of these works could be removed to some tributary of the Columbia, it could be utilized to some advantage.

The Astoria shops have been unusually busy in preparing machinery and appliances for the canning establishments. An ingenious machine for canning salmon has been invented and is now in use in some of the factories. It automatically cuts the fish and fills the can, doing the work of twenty men, and requires two or three men to feed it. The machine costs \$800 and will no doubt come into general use.

The canning of salmon in Alaska is an industry of itself sufficient to justify the expenditure of \$7,000,000 paid to Russia for that territory. Several factories are being erected this spring and old ones increased in capacity. The rivers, bays

and inlets of the coast and adjacent islands offer unparalleled facilities for this growing industry, and Alaska is capable of supplying the world with this delicious article of food.

The Oregon and Washington Fish Co. has been incorporated for the purpose of building fish traps upon the plan patented by J. M. Frazier. The trap consists of a floating boat or platform, to which is attached a netway extending to the bottom of the river, and guiding all fish that come within the limits of its wide-spread arms into a cage directly beneath the boat, which can be elevated to the deck and be relieved of its wriggling burden. There is but little chance for fish to elude this patent catch-all.

There is one method employed in catching salmon which merits the hearty disapproval of every one interested in the canning industry, and that is the destroying fish-wheel. From a projecting rock on the bank a large wheel is suspended, which is revolved by the force of the current flowing against the paddles. Nets within the paddles scoop up all the fish coming within their reach, and dump them into a chute down which they slide to boxes on the shore. By this means both large and small fish are taken and none once within the net escape destruction. Several of these machines were operated on the Columbia last season, and with such success that others are being put in this spring. One wheel captured 4,000 pounds in twenty-four hours and made money for its proprietor as long as the season lasted. They are very successful near rapids where the fish hug the shore in their passage up the stream. These wheels will undoubtedly come under the ban of the law, but not, probably, until they have multiplied to such an extent as to make the injury they cause perceptible.

It is evident that steps ought to be taken to maintain and even increase the run of salmon in the Columbia. If the government does not establish a salmon hatchery on the river the cannery men themselves should do so for the protection of their own business. The fear that others who might not contribute towards defraying the expense of such an institution would profit by its work, ought not to deter them from providing against the destruction of their business by a great diminution of the fish upon which it depends. The best way would be for the state to take hold of the matter. The canning of salmon is one of the greatest industries of Oregon and should be encouraged to the degree it deserves. The expense of two hatching places, one on the Columbia and one on the Willamette or Clackamas, could be met by a small tax levied upon each fish taken from the water, or upon each case packed. The burden of supporting them would thus be equally distributed among those deriving the benefit, and would be so light as to fall heavily upon none. The old hatchery on the Clackamas, which stream seems to be a favorite spawning place, can be easily put in good condition again. The current annual expense of this hatchery will be about \$5,000. We hope the legislature will at least investigate this question at its next session. If it does not, the cannery men themselves should take the matter in hand.

The twenty factories of British Columbia packed 235,000 cases of salmon in 1882, valued at \$1,175,000. Great activity is being displayed in that industry this season, many of the factories

on Fraser river and other points being enlarged, while three new ones are going up on Skeena river. The practice of using but part of the fish has been stopped as a wasteful and extravagant one, and the canneries are now allowed to catch only what they can use. A resolution has passed the legislature asking the Dominion government to place British Columbia on a level with other provinces in the propagation of fish, a matter of great importance to the fishing industry. The spring salmon of these waters are called the sockeye, and seldom exceed ten pounds in weight. They are very fat, finely flavored, and the flesh is of a blood red color. The run begins in May and continues about six weeks. In September the coohoes appear, a different variety of salmon, averaging about twenty pounds in weight, though often much heavier. Early in the spring delicately flavored fish about the size of sauidines, known as the oolichan, appear in Fraser river in countless numbers. They are very oily and are dried by Indians and burned for candles. Much of the oil has been shipped to London, and is pronounced superior to cod liver oil as a medicine. Sturgeon, cod, halibut and other salt water fish abound. The fishing industry is one of the most important of the province.

A comparatively new feature of the canning business is the packing of fish as a substitute for herring. Three years ago A. W. Berry & Co., of Astoria, built a factory at Rainier for the preserving of Oregon trout, a small fish of the salmon trout variety usually called headheads or steelheads. These are taken from May to December in countless numbers, and are salted, smoked and canned. Last year they tried the experiment of packing smelt by the same process, and were so successful that they have gone into it extensively, 150 tons being this season's product. The smelt run is about over when the salmon catch begins, and thus the factory is enabled to work its plant nearly the whole year through. Sturgeon in great numbers follow the smelt and feed upon them. These giant fish are also made to yield a revenue to the enterprising canner. Their spawn is purchased at six cents a pound and manufactured into that Russian delicacy known as caviar. The fish are sold in the local market and are served up to the eating public as sea-bass. The smoked salmon and smelt are shipped to Australia, Europe and the Eastern States. Because of the greater amount of meat in proportion to bones, these fish are preferable to herring. The salmon is equal in flavor to the older product, while the smelt is by many considered superior. This is a feature of the canning industry which is bound to grow, and will offer an opportunity for factories to keep busy at seasons of the year during which they now are idle.

The canning season is now in full blast at Astoria, and thirty-nine factories are in operation in and near that city. These have 1,600 boats in the water, and there has been a great influx of fishermen to man them. In addition to these there is an increased number of private boats. A boat and outfit costs \$700 and therefore it will be seen that the factorymen have over \$1,000,000 invested in this branch of the business alone. The price paid fishermen throughout the season will be about seventy-five cents, though the season is not far enough advanced to determine that point. It will be a question of supply and demand. The

canners are endeavoring to form a "Packers' Protective Union," to protect their interests in foreign markets where Sacramento and other fish are sold as Columbia salmon to the injury of the packers here, also to prevent the cutting and stealing of nets, and to take concerted action in propagating salmon in the river. Such a union must be productive of good to the canning industry of the Columbia.

MANUFACTURES.

A large boot and shoe factory is being added to the industries of Victoria, B. C.

The Washington flouring mills at Waitsburg, W. T., will be increased to twice their present capacity this summer, and the roller system adopted.

Mr. Precedent, of San Jose, California, has purchased the flouring mills at Phoenix, Jackson county, Oregon.

It is announced that the oil lands of Elhi, near New Tacoma, will be tested this summer by a well organized company.

A factory to manufacture barrels for shipping Puget sound lime is being put up at Bowman's landing, on Orcas island.

A new flouring mill on the gradual reduction roller system will be built this year in Colfax, W. T., at an expense of \$55,000.

The Missouri valley flouring mill at Centerville, Montana, has begun operations under charge of an experienced Minneapolis miller.

The woolen mills at Dayton, W. T., are being thoroughly overhauled, and will begin running again in May, having been idle several years.

The Tacoma Lime Co. has been incorporated with its principal office in Portland. Its object is to manufacture and deal in lime, lumber, etc.

The Durand Organ Co. has been incorporated in Portland with a capital stock of \$30,000, and preparations are being made to manufacture their instruments here.

The new mill at Oregon City, owned by J. M. Welch & Co., has begun work. The gradual reduction process is used, and the present capacity is 750 barrels per day, which will soon be increased to 1,000.

A large foundry and machine shop is nearly completed in Corvallis, Oregon. It occupies a large two-story building, which, with other portions of the establishment, covers a large space of ground.

The discovery of large beds of lime rock near Lake Pend d'Oreille will be of vast benefit to the building and brick industry in that region. There is an inviting field for brick manufacturers throughout the whole northwest. The brick are wanted and the market is sure.

The Oregon Iron and Steel Co., capital stock \$3,000,000, has purchased Smith Bros. & Watson's iron works property in Portland and Albina. The extensive rolling mills this company will erect will be of great benefit to Portland and the whole coast, helping to build up this city and develop our great iron resources.

The manufacture of brick is becoming one of the important industries of the coast, owing to the enormous demand for building purposes. Small brick yards are to be found in the outskirts of

nearly every town of any size, but are in most instances incapable of supplying even the local market. A large brick yard at Steilacoom is working on heavy contracts, and work has been commenced upon a splendid bed of clay near New Tacoma, where not less than 6,000,000 brick will be made this season. Spokane Falls has also fine deposits of clay, and of the brick made there a manufacturer says:

"The clay out of which the majority of the brick have been made here is of a very strong nature; it requires an admixture of nearly an equal quantity of sand to keep the brick from cracking while in the process of drying. The sand, of which there is an unlimited quantity adjacent to the deposits of clay, also has the effect of producing a fine blood red color to the brick when burned. When the sand reaches a certain heat, in the process of burning, it melts and fuses with the clay, resulting in a brick of most extraordinary strength. Their tenacity is an important factor in reducing the price, as the brickmaker is at comparatively little loss from breakage, while he has the grim satisfaction of knowing that when once burned they will stand like a stone wall. The clay used in brickmaking all over the Pacific coast is found in the top soil, instead of underneath, as in the east. The subsoil here, from some geological cause, does not possess body enough for the purpose. As a result of these facts the fine steam power brickmaking machinery used in the east cannot be used here; too many roots, etc., in the clay. In the largest as well as the smallest brickyards in California and Oregon the brick are all moulded by hand. Counting first cost of very expensive machinery, break-downs, etc., they cannot be manufactured on any cheaper principle than by hand moulding. Taking all things into consideration, the chances for making brick at this point are very favorable, so much so that they can be, and are, profitably manufactured to sell at a price so much below the present price in Portland as to more than counterbalance the extra cost of lime required for brick buildings here."

LUMBER.

A new steam saw mill is being put up ten miles from East Portland.

The new saw and planing mill at Sumner, W. T., is completed and nearly ready to commence work.

The Multnomah Lumbering Co. has been incorporated in Portland, to manufacture and deal in lumber.

A company has been incorporated in Mason county, W. T., to build a logging railroad near Union City.

Hanson & Co.'s mill at Tacoma has recently been enlarged to a daily capacity of 225,000 feet, and new wood-working machinery has been added.

The lumbermen of Wisconsin are turning their attention to the forests of the great northwest. A company has been organized there that will soon begin operations at some favorable point.

A portion of the material for the logging road from Little Skookum to the Chehalis country, has already been purchased. The Port Blakely Mill Co. will build the road this season if possible.

In March thirteen vessels took cargoes of lumber from Puget sound ports to Honolulu, Callao, Iquique, Melbourne, Sydney and Shanghai, con-

sisting of 7,574,000 feet of rough and 2,467,000 feet of dressed lumber, 708,000 laths and pickets, and 404,000 shingles, all valued at \$137,050.

At Astoria the Clatsop Mill Co. has been incorporated, and has purchased the saw mill property of George Hume, and the West Shore mills have been enlarged to a daily capacity of 35,000 feet. The market is not yet fully supplied in that city.

Two cedar stumps in Snohomish county, W. T., measure 63 and 56 feet in circumference respectively, at a distance of one foot from the ground. A pitch pine tree in the Cœur d'Alene mountains is reported with a height of 125 feet, and a circumference of 27 feet, five feet from the ground.

The Western Mill Co. has been incorporated to build a saw mill on Lake Union, in Seattle. It is the fourth new mill enterprise founded in that city this year. The capacity will be 30,000 feet per day. McDonald & Reitze are driving piles on the flats south of the gas works, as a foundation for a new saw mill and sash factory. A new lath mill has commenced operations.

The protection of our forests from the devastating fires that annually sweep through them should be one of the first cares of our people. Not only are the homes and lives of sturdy settlers endangered, but one of our greatest sources of wealth is being consumed in smoke. The following notice is being freely circulated in Oregon, Washington and Idaho, and shows that the interior department is stirring in the matter:

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
WASHINGTON, D. C., March 8, 1883.

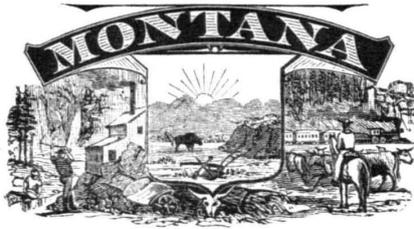
The attention of the public is called to the fact that large quantities of the public timber are annually destroyed by the forest fires which, in many cases, originate through the carelessness of hunting, prospecting and other camping parties; while in some instances they occur through design. I take this method of warning all persons that, hereafter, the cause and origin of all forest fires will be closely investigated, and where the fire is ascertained to have originated through either carelessness or design, the parties implicated will be prosecuted to the full extent of the law.

Special timber agents are hereby directed to proceed against all offenders under the local laws of the state or territory, relating to the unlawful setting out of fires, in which the same may occur. The public, generally, are requested to aid the officers of the government in its efforts to check the evil referred to, and in the punishment of all offenders.

N. C. McFARLAND, Commissioner.

Puget sound is considered one of the most remarkable bodies of water in the world. It is surrounded by continuous forests that reach back to the summits of the Cascade and the Olympia ranges. The streams that come down from the mountains on every side have fertile valleys; some of them are already occupied and well cultivated. It was once believed the land around the sound was worthless, and that its forests stood on rock without soil; but time has demonstrated that all the upland between the streams, and extending to the mountains, is rich, deep soil, that will produce anything that will grow in that climate.—*Times, Monticello, Minn.*

Genuine soda springs have been found at the head of Ahtanum valley, some twenty-six miles from Yakima City, W. T. Excellent bread has been made by simply mixing flour with water from the spring, using no other ingredient but salt.



Not one of the great territories soon to be admitted into our sisterhood of states, comes with larger show of present prosperity and promise of future greatness than does Montana. With fertile valleys stretching hundreds of miles along her river courses, with her mountains as an inexhaustible store-house of gold, silver, copper, coal, marble, granite and timber, with vast expanses of grassy hills and mountain slopes for cattle, she offers homes and a livelihood for a million of people.

A part of the great Louisiana purchase made in 1803, portions of Montana have at different times been embraced in the organized territories of Oregon, Washington, Idaho and Dakota. The first white man known to have visited this region was Chevalier de la Verendrye, governor of Quebec, who, at the head of an exploring party, arrived at "the gateway of the mountains" on the first day of January, 1743, and there erected a monument of stones, under which he deposited a leaden plate emblazoned with the French coat of arms. This monument has never been found. Sixty-two years later the great overland expedition of Lewis and Clarke traversed the territory and recorded its chief characteristics. For the next fifty years Montana was known only to the hunters, trappers and missionaries, who traversed it in all directions, and the only settlements were the trading posts of fur companies, a few missionary establishments, and the habitations of a number of mountain men who had married Indian women and settled in this vast wilderness. A great change came suddenly. Gold was discovered in 1862, and for the next three years thousands of miners poured in from the west, south and east, prospected it from end to end, and so developed it that congress by the act of May 26, 1864, created the territory of Montana, whose name and fame have made their way around the world.

GEOGRAPHY.

Its greatest length from east to west is 540 miles, its width 275 miles, and its superficial area 145,776 square miles, of which at least one-third is mountainous. It extends from the 104° to the 116° of longitude west from Greenwich, and for the most part lies between 45° and 49° of north latitude, its southern boundary being midway between the equator and the long-sought north pole. The great watershed between the Atlantic and the Pacific, the main divide of the Rocky mountains, traverses the western end, having about one-fourth of the territory on its western slope, and three-fourths on the eastern. Smaller ranges, lateral spurs, and detached groups of mountains give it that diversity of rocky ridges, great plateaus and lovely valleys that forms its chief beauty in the artist's eye. The western portion is exceedingly mountainous, though abounding in beautiful valleys along the many streams, while to the eastward the country breaks into long rolling prairies, and north of the Missouri subsides into vast plains, once the home of countless thousands of buffalo,

but now covered with great herds of cattle grazing upon the nutritious bunch and buffalo grasses. Here and in the valleys and mountains, where the rich grasses grow in luxuriance, great bands of buffalo, deer and elk still exist, and their hides form a staple article of export to the eastern market.

The great water-courses are Clarke's fork of the Columbia, and the Missouri and its chief tributaries the Milk and Yellowstone. The three last named head amid the summit peaks of the Rocky mountains and flow in a general easterly course through the whole length of the territory. The headwaters of Clarke's fork are within a few miles of those of the Missouri, but the stream pours down the western slope and across the territory to the northwest, uniting with the mighty Columbia near the international line between Washington and British Columbia. It drains 40,000 square miles of Montana, while the Missouri and its tributaries, Milk, Yellowstone, Teton, Marias, Judith, Musselshell, Jefferson, Madison, Gallatin, Big Horn and Powder, carry with them the waters from more than twice that area. Altogether these are navigated by steamboats a distance of 1,500 miles within the limits of the territory, and the Missouri, which now is, and always will be, one of her greatest commercial highways, is plowed by steamers a distance of 4,000 miles, from the interior of Montana to the Gulf of Mexico. Along these great water-courses lie beautiful and fertile valleys, unsurpassed in the agricultural advantages they have to offer to settlers. Hot or warm springs are found in every valley, while the number of lakes is legion. The largest of these are Flathead lake, 30x10 miles, lying in Missoula county, and Red Rock lake in Madison county, twenty-five miles long and 6,500 feet above the sea, distant but five miles from the renowned Henry's lake, in Idaho, from which it is separated by a narrow ridge of the mountains. The great falls of the Missouri, thirty miles above Fort Benton, have a perpendicular plunge of ninety feet, and for grandeur and beauty rank among nature's greatest wonders.

CLIMATE.

Professor Gannett, of the Hayden survey, places the mean altitude of Montana at 3,000 feet above sea level. He estimates Nevada and New Mexico at 5,600, Wyoming 6,000, and Colorado 7,000, thus giving it an average elevation of 2,260 feet less than the general average of those other mountain states and territories. By Professor Agassiz's estimate of 300 feet of altitude to one degree of latitude, it will be seen that the advantage in mildness of climate must be with Montana to the extent of seven degrees of latitude. The isothermal line of 50° passes north through this territory into British Columbia, the deflection from a westerly course being caused by the genial influences of the warm Japan current flowing down our western coast. Warm westerly winds are far more prevalent in winter than are the cold northern blizzards that sweep the plains to the east. Owing to this climatic condition vast bands of cattle, sheep and horses live and thrive on the grass ranges of Montana through the severest winters, having no food but that which nature has provided. Snow rarely covers the valleys, never to a great depth, but in the mountains quantities of snow accumulate during the winter, furnishing a constant supply of pure water for the numerous streams that fertilize the lower lands. The aver-

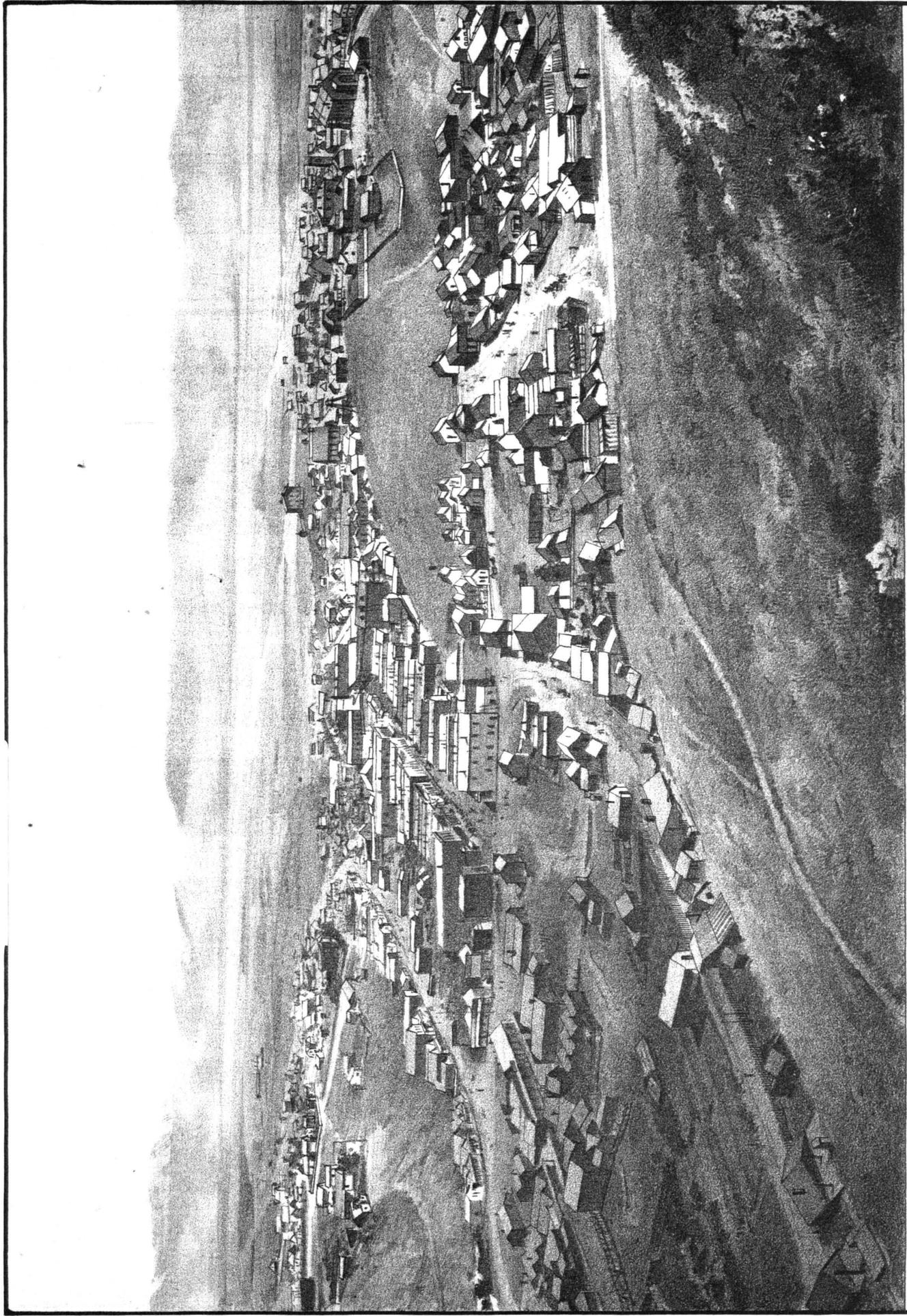
age winter temperature is extremely moderate, excessively cold days occurring but infrequently, while the summer weather is pleasant, with the nights never sultry, but rendered comfortable by cool breezes from the mountains. The clearness of the atmosphere is remarkable, rendering objects visible at a great distance. Severe storms are unknown, save among mountain peaks, which shelter the valleys and protect them from the withering blasts that are shattered against their rocky walls.

RESOURCES.

The resources of Montana are varied and valuable. Millions of acres of fine agricultural land are awaiting development. The soil is friable and wonderfully productive. Owing to the light rainfall, irrigation is generally necessary, the abundance of never-failing streams rendering this means of vivifying the soil easy and certain. It is the universal experience of the world that an irrigated crop never fails, as is too often the case where water from the clouds alone is depended upon. Little ditches branching out in all directions from the great water-courses, will, in a few years, convert Montana's valleys into one continuous stretch of never-fading verdure. The surveyor general reports that the lands embraced within the Northern Pacific grant have been found to be 20,700,000 acres in the territory. An equal amount of government land adjoins it, and of this vast area but 5,170,000 acres have yet been surveyed. The cash sales of the Helena land office for 1882 were 93,787 acres, which, with 160,023 acres filed upon, made a total of 253,810 acres. Allowing the same amount of business for the other two districts, we have a grand total of 750,000 acres taken in 1882. This is but a small fraction of even the 20,700,000 acres within the railroad limits, without referring to the vast area on either side. The acres of improved land reported in 1882 were 516,101, valued for taxation purposes at \$4,476,118; town lots and improvements, \$4,163,618; horses, 67,802, value, \$3,197,020; sheep, 362,776, value, \$1,018,124; cattle, 287,210, value, \$4,699,812; swine, 7,101, value, \$45,249. The total assessed valuation of the territory was \$33,212,319, an increase upon the previous year of \$9,170,512, or about 38 per cent. The estimated increase for the current year is 50 per cent., owing to the great amount of railroad building and the enormous immigration. The average rate of tax for 1882 was \$1.75 on \$100. The territory has \$14,000 cash surplus in the treasury. No reliable report of the production of cereals and hay can be given, owing to the fact that they mature and find a market between the annual assessments. The peculiar adaptability of Montana for the raising of cattle and sheep on an extensive scale has previously been noted. A great increase in the already large number of animals grazing on the vast ranges is certain, because of the high price of beef cattle and the known advantages this region offers to those desirous of embarking in that profitable business.

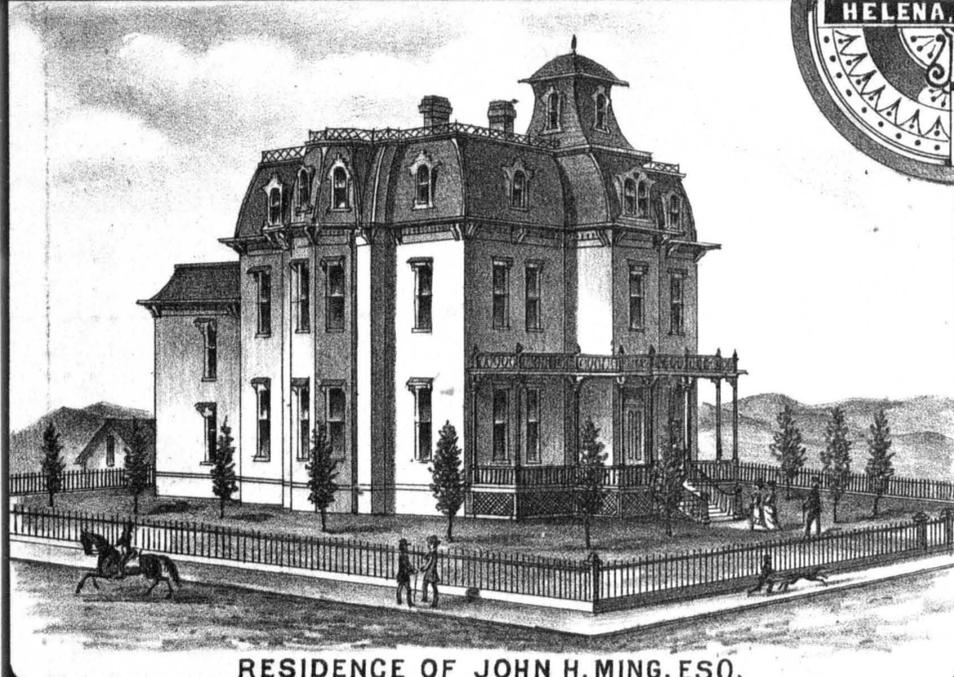
Timber sufficient for household and farming purposes is found along the streams of the eastern and northern portions, while in the northwest stand great bodies of timber forests, penetrated by the Northern Pacific, from which lumber can be sent to the prairie lands to the eastward.

Mining has always been and probably will continue to be the leading industry. The value of the gold, silver, copper and lead output for 1882

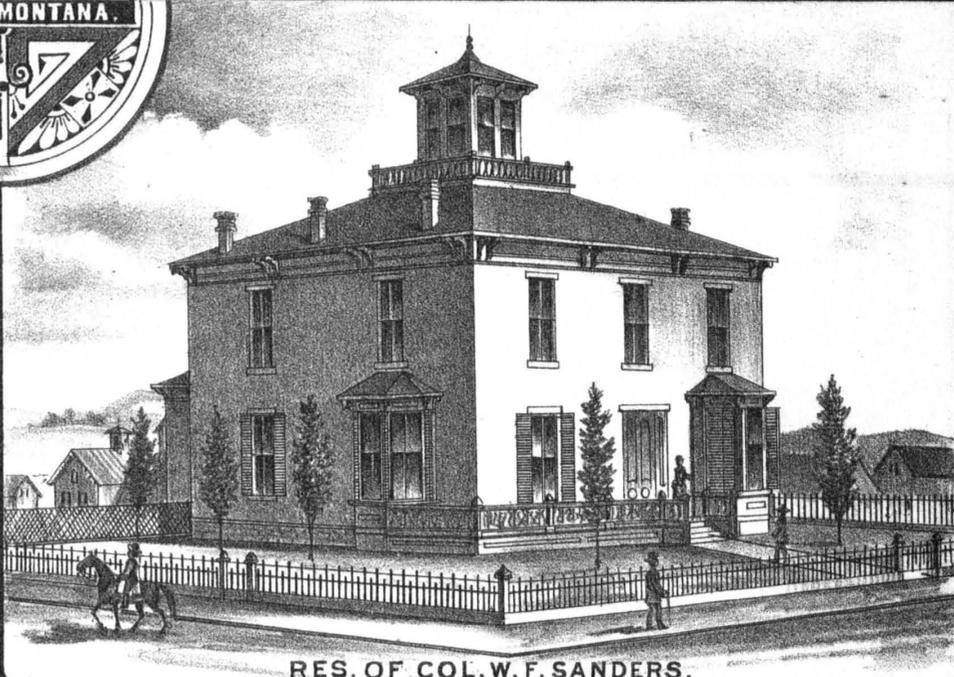


HELENA, MONTANA.

LITH. BY THE WEST SHORE, PORTLAND, OREGON.



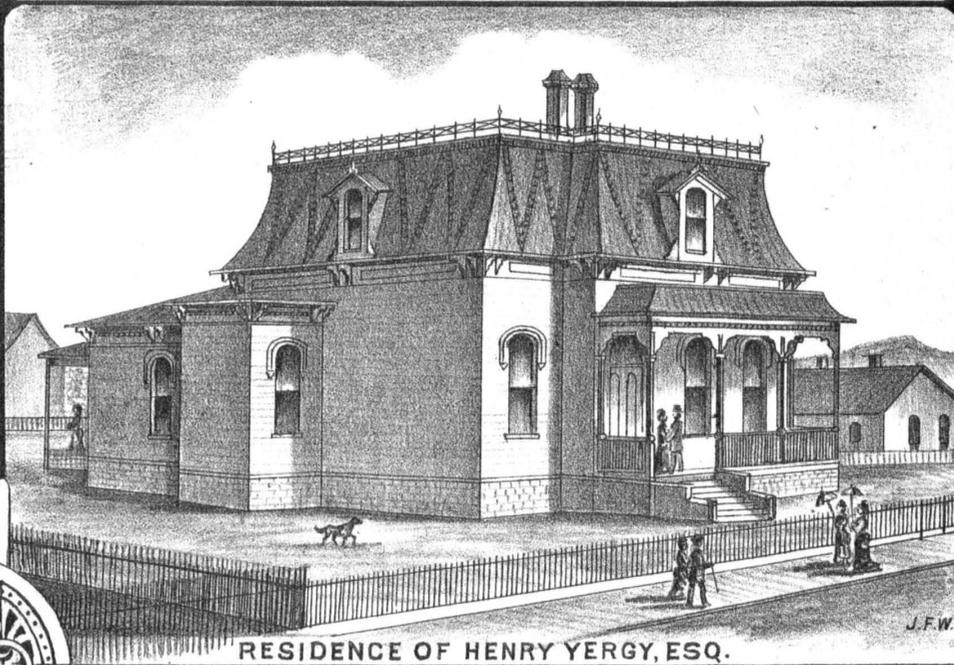
RESIDENCE OF JOHN H. MING, ESQ.



RES. OF COL. W. F. SANDERS.



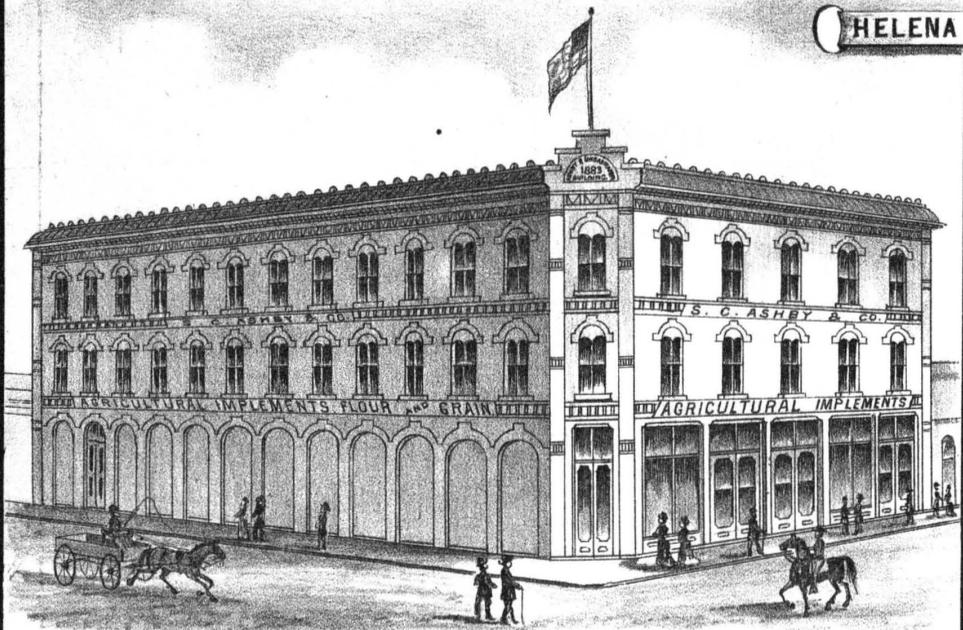
RESIDENCE OF CHRIST KENCK, ESQ.



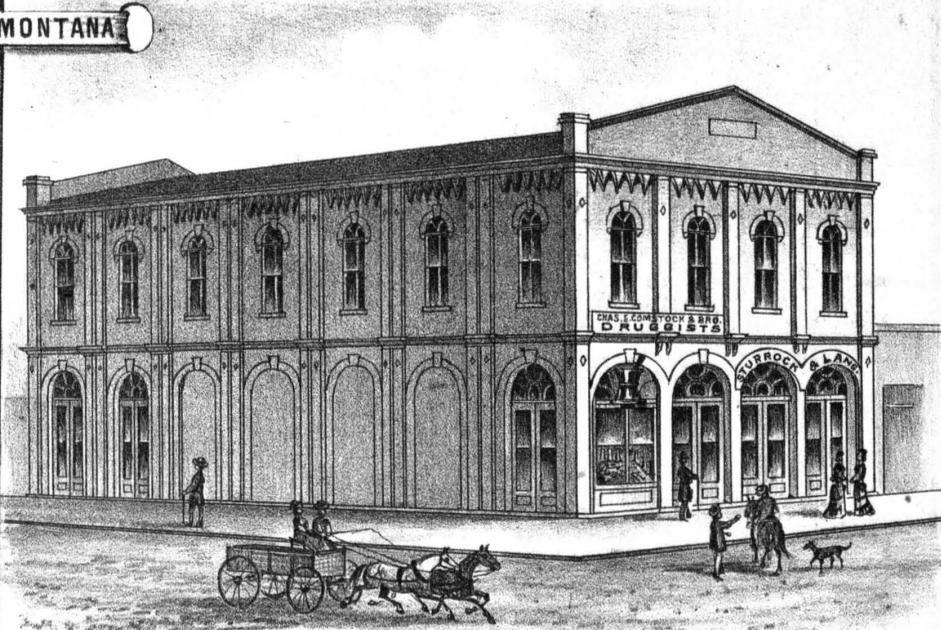
RESIDENCE OF HENRY YERGY, ESQ.

J.F.W.

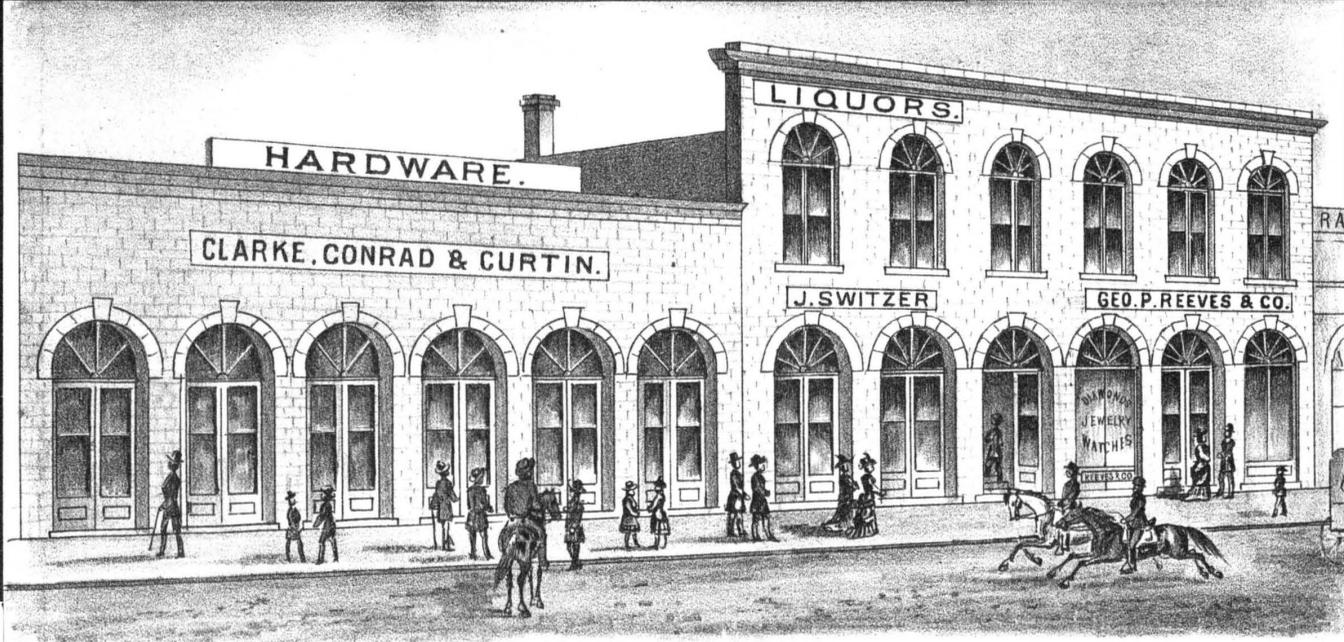
HELENA MONTANA



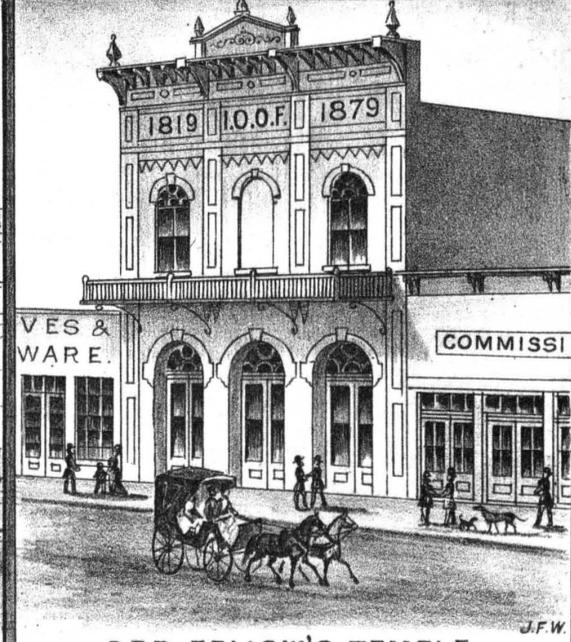
ASHBY & BROADWATER BUILDING.



MASONIC TEMPLE.



MAIN STREET.

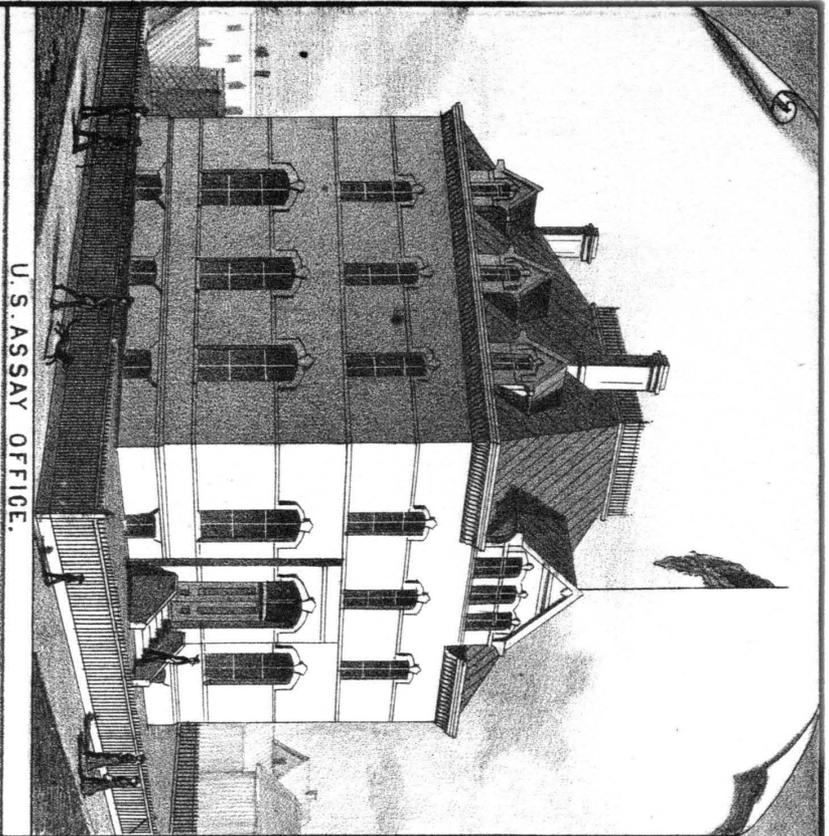


ODD FELLOW'S TEMPLE.

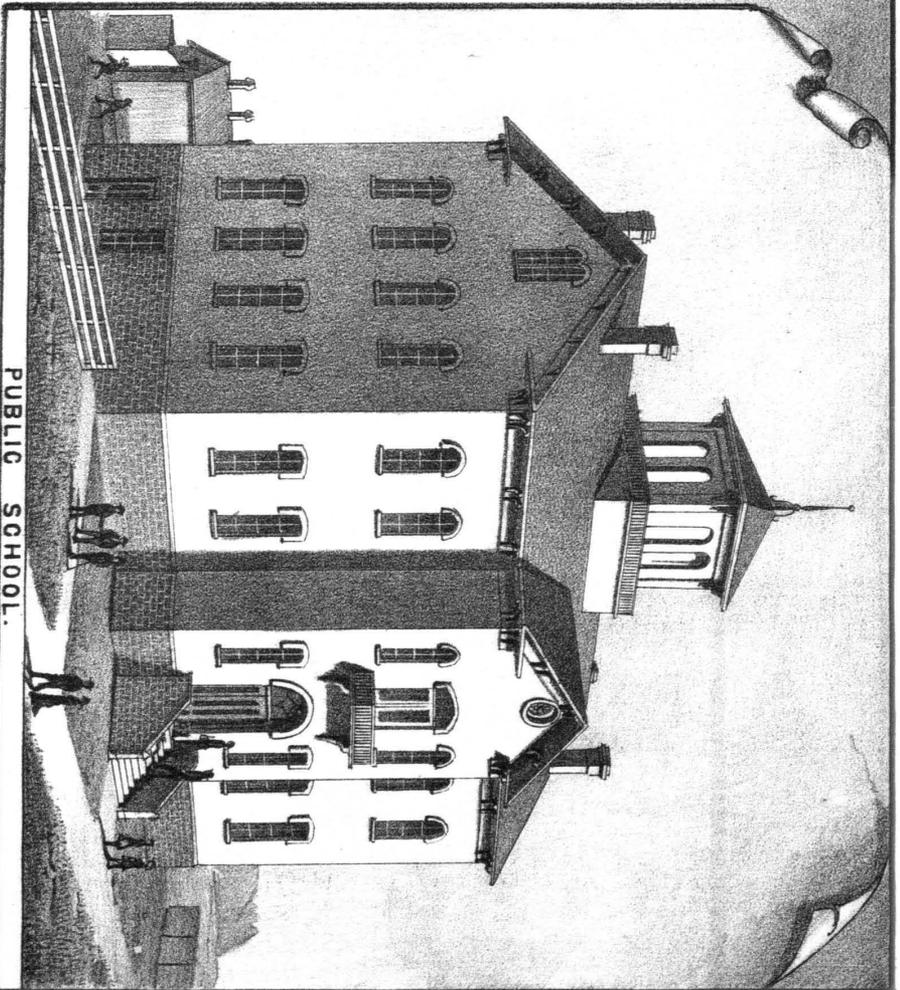
J.F.W.

LITH. BY THE WEST SHORE.

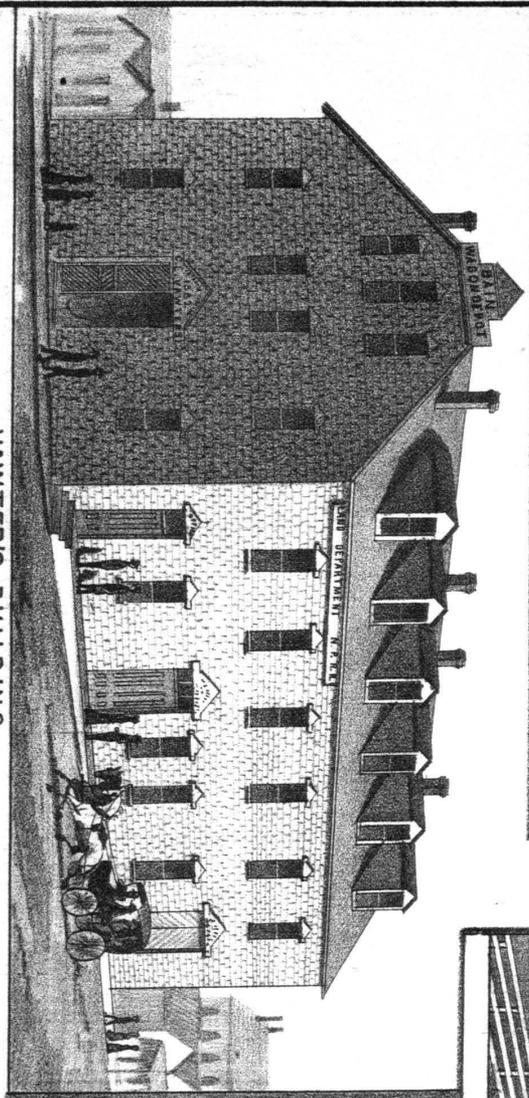
HELENA, MONTANA.



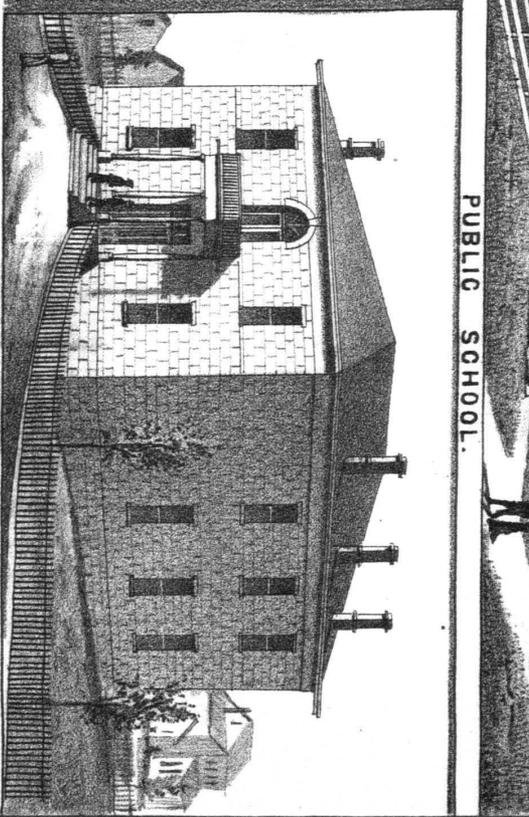
U. S. ASSAY OFFICE.



PUBLIC SCHOOL.



VAWTER'S BUILDING.



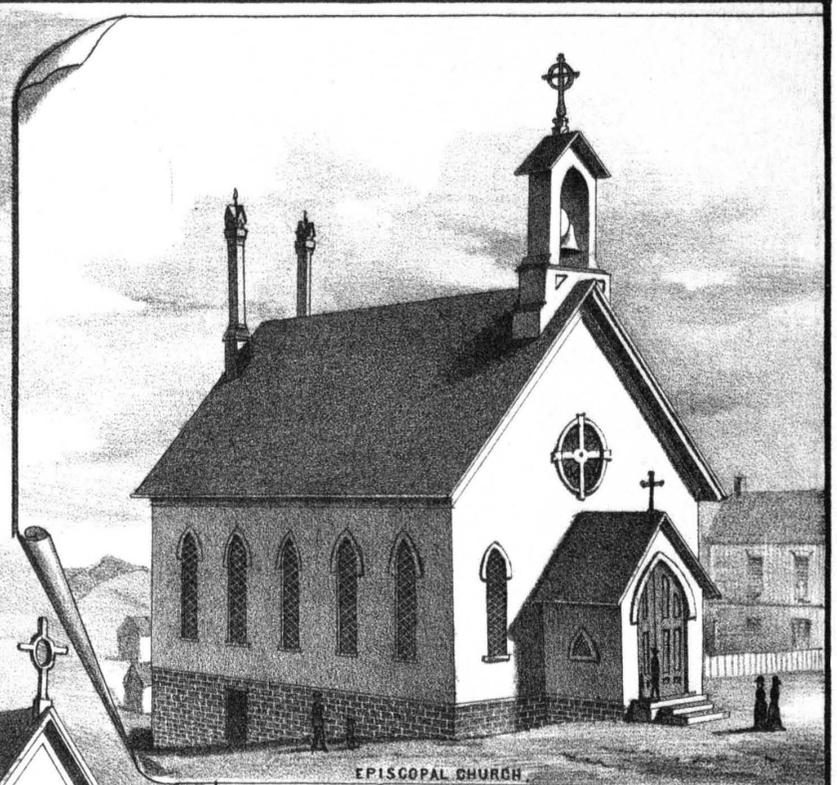
COURT HOUSE.

LITH. BY THE WEST SHORE, PORTLAND, OREGON.

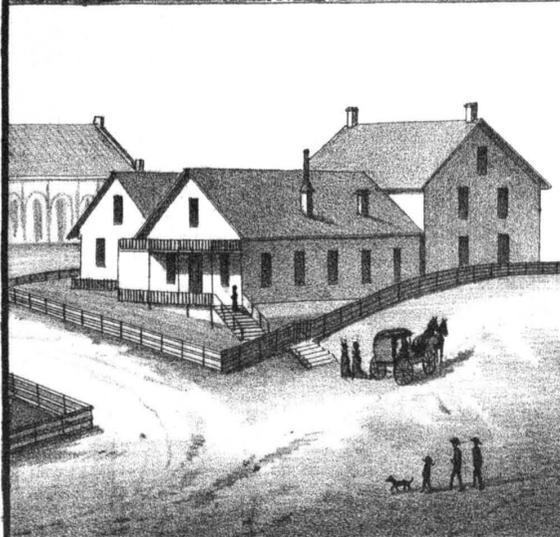
HELENA, MONTANA.



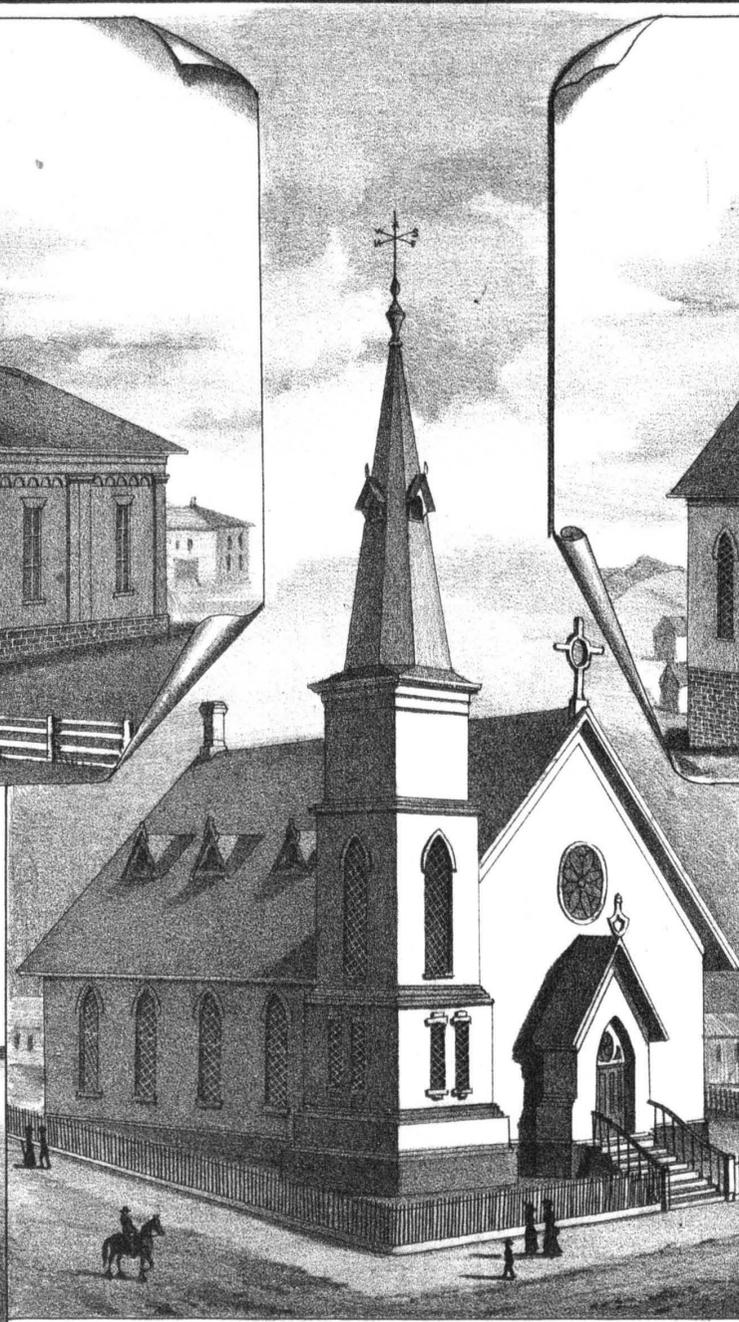
METHODIST CHURCH.



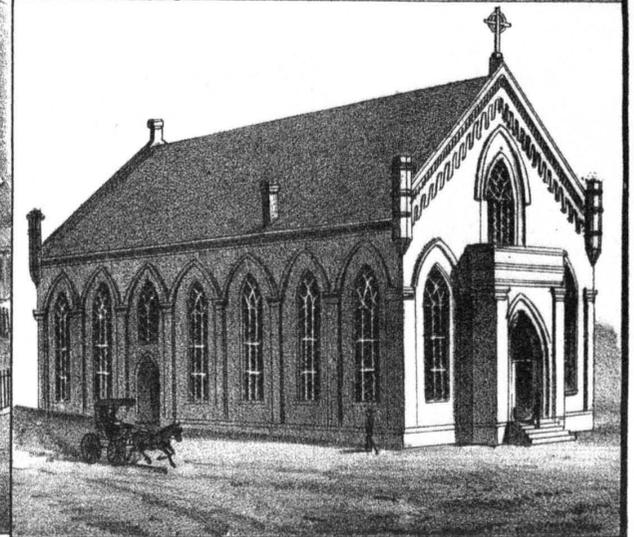
EPISCOPAL CHURCH.



ST JOHN'S HOSPITAL.

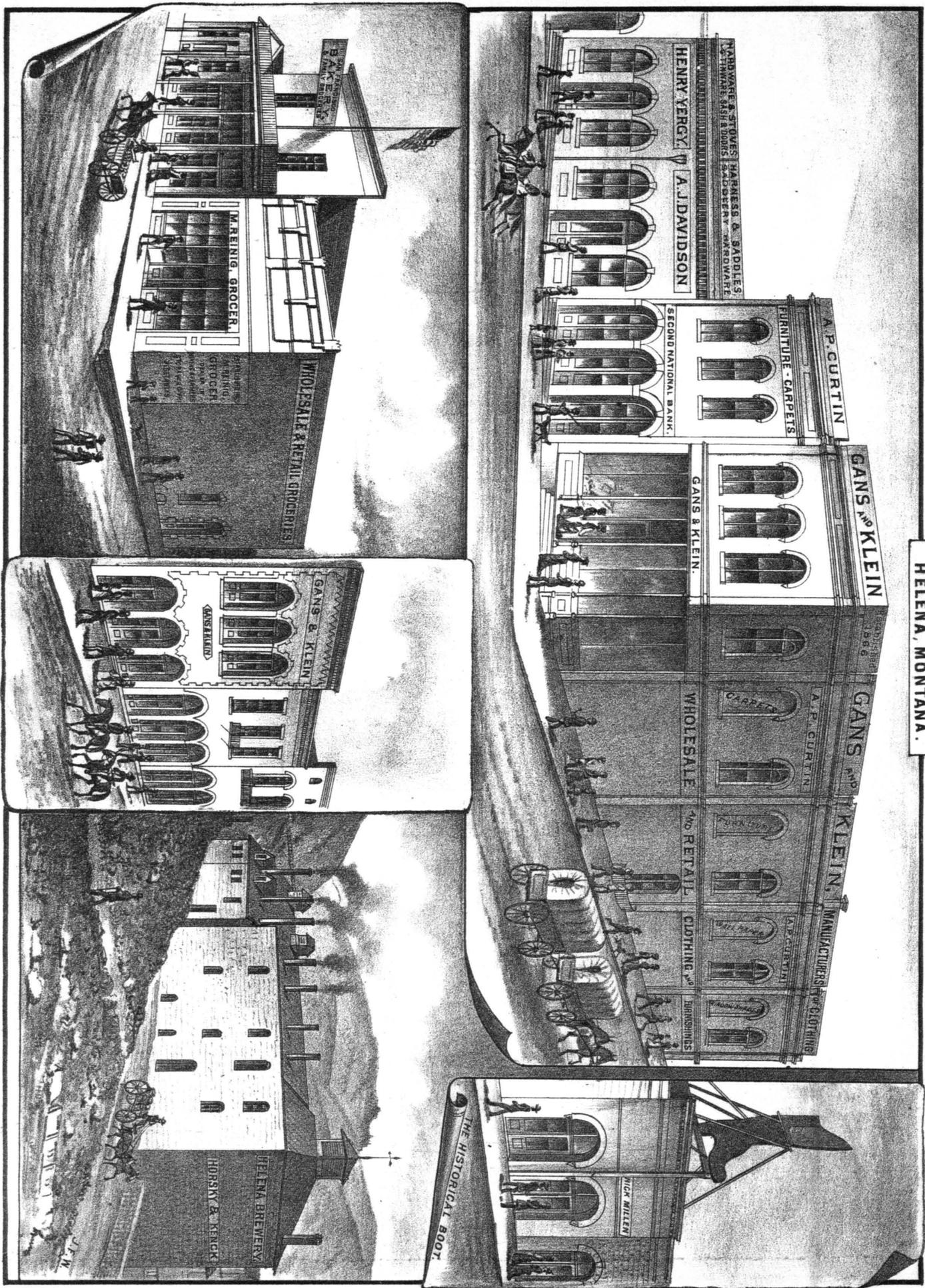


PRESBYTERIAN CHURCH.

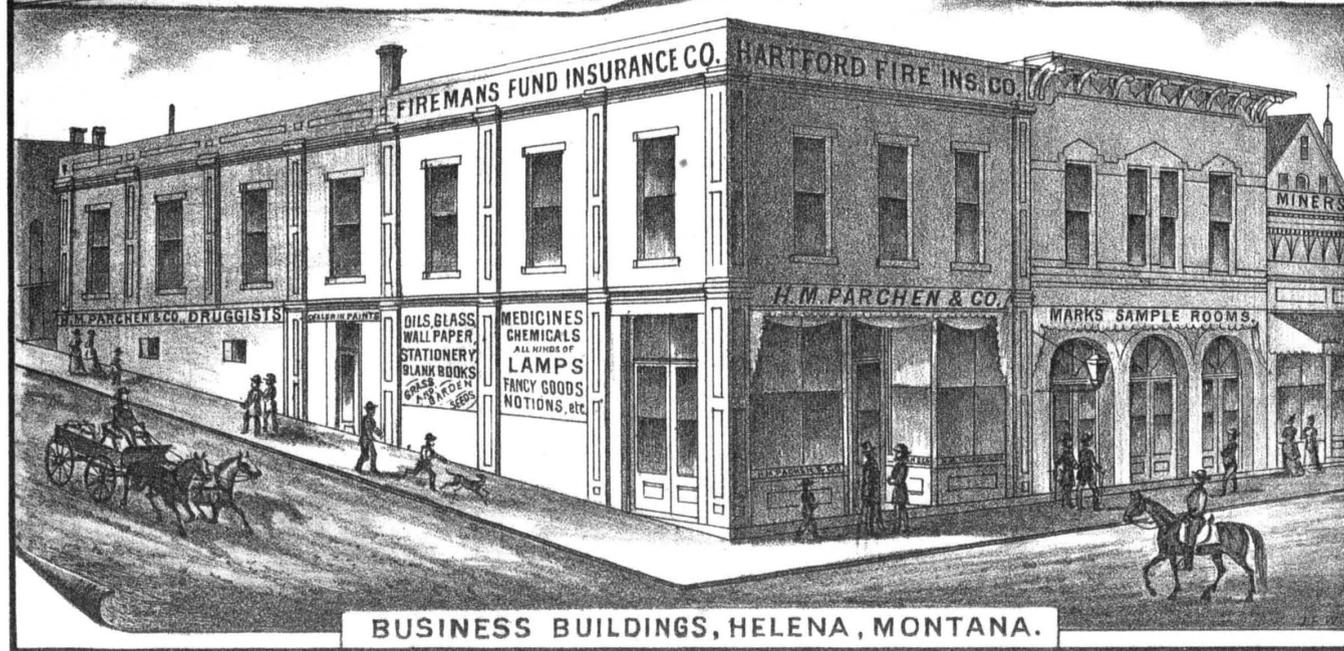
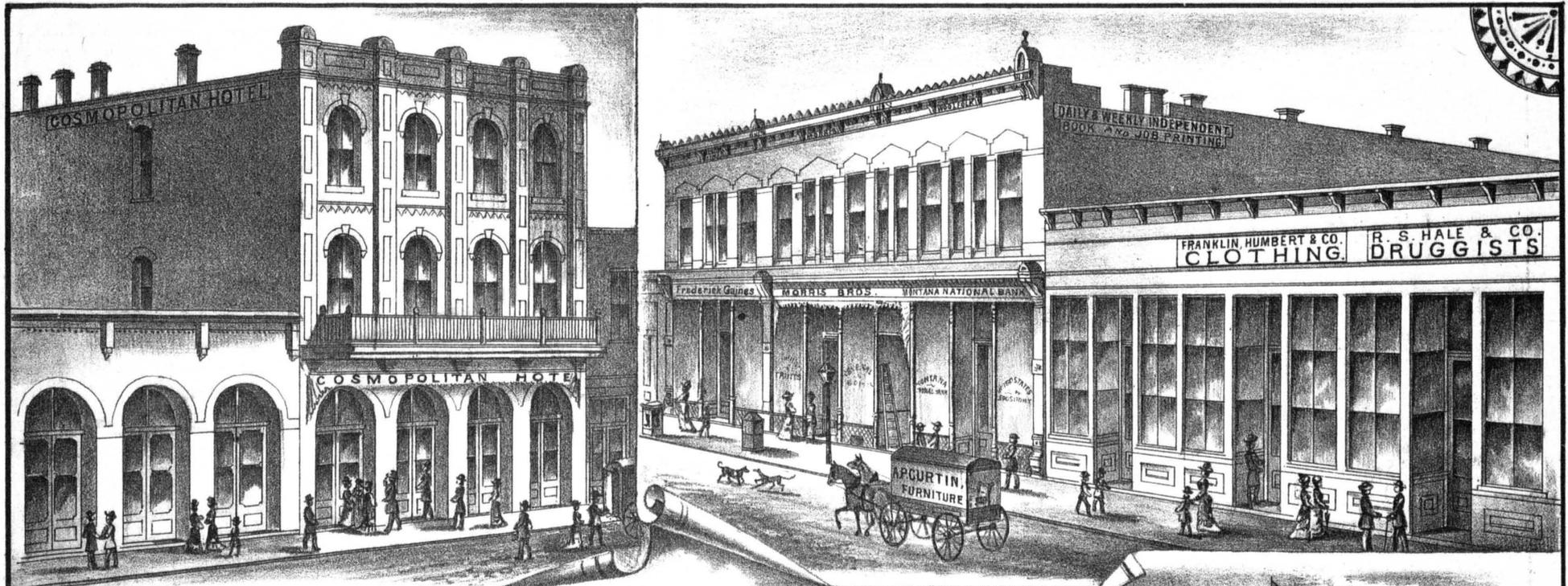


CATHOLIC CHURCH.

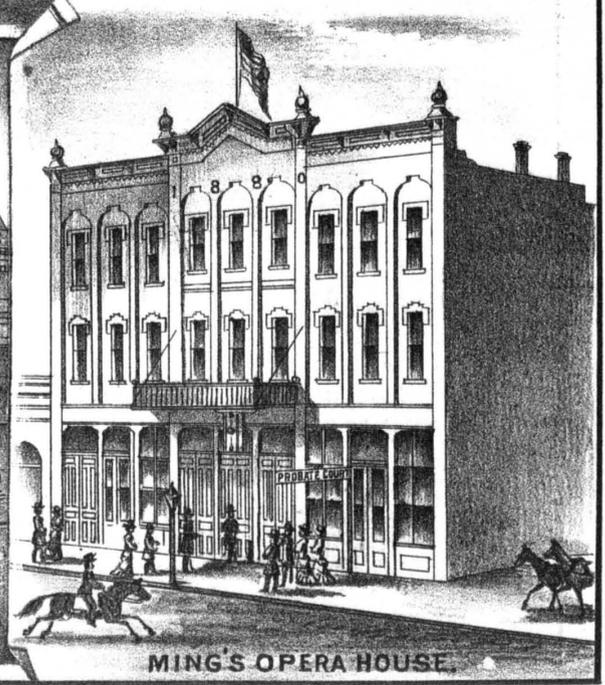
HELENA, MONTANA.



LITH. BY THE WEST SHORE.

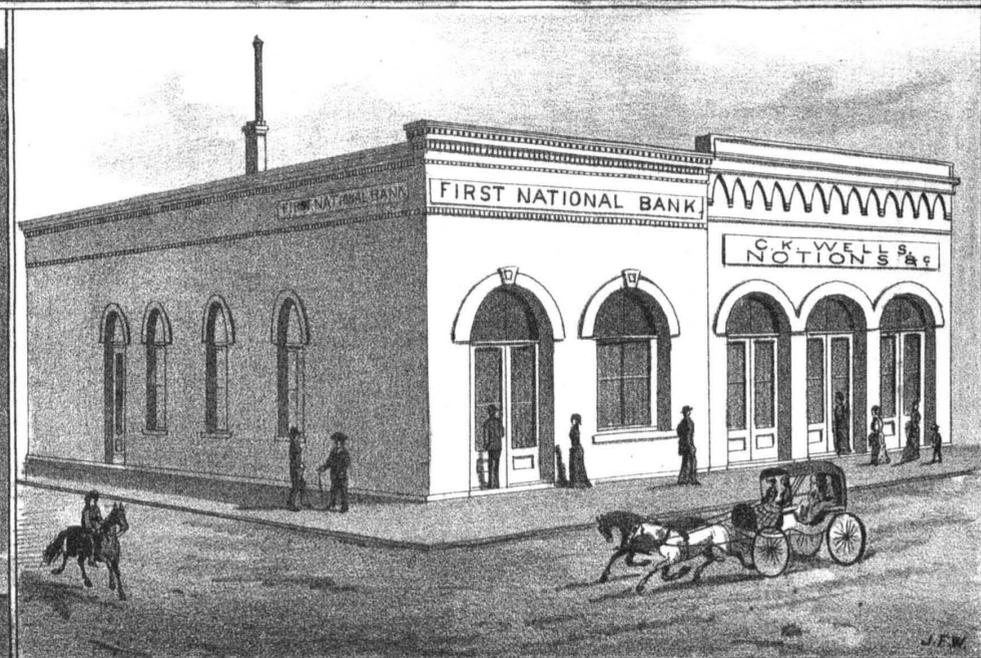
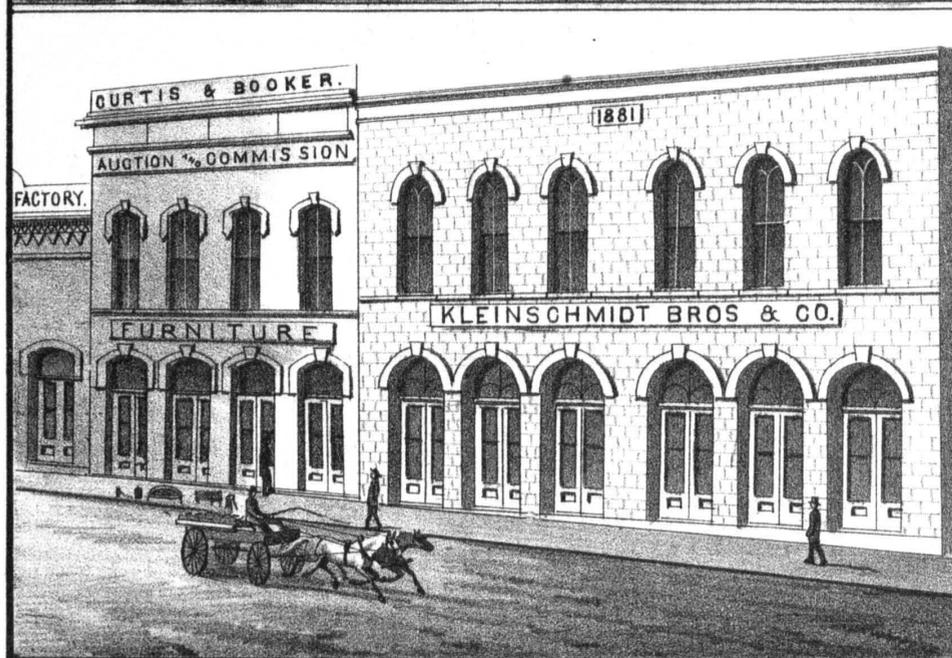


BUSINESS BUILDINGS, HELENA, MONTANA.



MING'S OPERA HOUSE.

HELENA, MONTANA.



BUSINESS BUILDINGS, HELENA, MONTANA.

LITH. BY THE WEST SHORE, PORTLAND, OREGON

is estimated at \$8,000,000. A great increase of bullion product must necessarily follow the introduction of cheap freights, enabling the development of mines heretofore held back by the expense of procuring machinery and the unwillingness of capital to invest in regions too far removed from railroad facilities. Many heavy investments have been made within a few months, and Montana mines are now being considered with extreme favor by capitalists desiring to acquire mining property. Besides the precious metals, copper mines are extensively worked, and true coal, lignite, iron, lead, marble, limestone, sandstone and granite are found in many places.

In addition to its bullion shipment, Montana sent out last year 50,000 cattle, 40,000 sheep, 30,000 hides, 40,000 buffalo robes, 100,000 undressed buffalo skins, many thousand bales of elk and deer skins, and 2,500,000 pounds of wool. The amount of freight received and forwarded by the railroads has not yet been reported, but the quantity was enormous, exclusive of that carried for their own use in extending their lines. The up freight on the Missouri river from Bismarck amounted to 27,481,141 pounds, valued at \$3,110,000; down freight, \$530,093; passengers carried, 5,000. The Missouri must always remain an important commercial highway.

THE NORTHERN PACIFIC.

The greatest factor in the rapid development of Montana during the past three years, is the Northern Pacific railway. In the wake of the iron horse has followed a train of capital and immigration that will soon convert the recently remote mining territory into a populous and wealthy state. Entering from the east, it follows up the great Yellowstone valley to Livingston, a distance of 340 miles, where a branch fifty-four miles in length will continue up the river to the great National Park. From Livingston it crosses the Belt range through the Bozeman pass, a distance of twenty-five miles to Bozeman, following thence the Gallatin and Madison valleys to Helena. The line then ascends the Rocky mountains, crosses the summit through Mullan tunnel, and descends the western slope, following the Little Blackfoot, Hellgate, Missoula and Clarke's fork to Lake Pend d'Oreille, in Idaho. The road thus traverses the whole length of Montana, following for seven-eighths of its course a continuous succession of valleys. The road is now in operation from Lake Superior to Bozeman, a distance of 1,034 miles, and from Portland to a point eighty miles west of Missoula, leaving an unfinished gap of 235 miles, the greater portion of which is already graded. The line will be completed in August and be in full operation in September. If so much has been accomplished by an unfinished road, what may we not expect when the full line is completed?

The Utah & Northern narrow gauge road, running from Ogden to Butte City and Deer Lodge, has been extended to a junction with the Northern Pacific at Little Blackfoot. Three rails are being laid between Butte City and Helena, to allow both narrow and standard gauge cars to be passed.

SCHOOLS AND CHURCHES.

Although Montana has no public school fund except that derived from annual taxation, her schools are excellent, well supported and receive a large attendance. The superintendent's report for 1882 shows the following facts: Average rate

of tax, 3.7 mills; cost of tuition per scholar, \$2.45; number of census children, 10,610; number of scholars enrolled, 6,102; average wages of male teachers, \$75.74, female, \$64.20; average length of school, 125 days; school houses, 143; value, \$149,140; school fund, \$104,127.64. There are also high schools of excellent character in Helena, Deer Lodge, Virginia City, Butte City and Bozeman, and the Catholic denomination has excellent schools in Helena, Deer Lodge and Missoula.

Every leading religious denomination has organizations in the territory, and each town possesses at least one house of worship, often the most costly edifice in the place.

POPULATION.

The population given by the census of 1880 was 40,000, and the vote cast for delegate the same year was 14,156. In 1882, 23,318 votes were cast, which at the same ratio would indicate a population of 75,000, exclusive of Indians. Helena, the capital, is the largest city, the other leading trade centers being Butte City, Bozeman, Miles City, Missoula, Billings, Fort Benton, Deer Lodge, Virginia City, Livingston, Dillon, Glendale, Philipsburg, Bannock, Marysville, Radersburg, White Sulphur Springs and many smaller places. As the railroads progress new towns spring up, and but a short time will elapse before the valleys of Montana will be dotted with villages and covered with well-tilled farms and happy homes.

IMPORTANT INFORMATION.

The exemption laws of Montana are quite liberal, as they exempt from attachment and execution the homestead of the family, not exceeding 160 acres, and of the value of twenty-five hundred dollars, all wearing apparel of the family, one sewing machine, household and kitchen furniture, provisions and fuel for family use, one horse, two cows with their calves, two swine, fifty chickens, the personal earnings of a judgment debtor for thirty days next preceding the levy of execution or attachment, farming implements, tools of mechanics, library and instruments of professional men, and the dwellings, tools and machinery of miners. The property of widows and orphan children not to exceed the amount of one thousand dollars to any one family is exempt from taxation. Money usually loans at one and one-half per cent. per month. The legal rate of interest is ten per cent. per annum, but written contracts for greater rates can be enforced. A residence of six months in the territory and thirty days in the county entitles any male citizen of the United States, or any foreigner who has declared his intention to become such citizen, above the age of twenty-one years, to vote at an election for territorial, county or precinct officers.

THE QUEEN OF THE MOUNTAINS.

The City of Helena, seat of justice of Lewis and Clarke county and capital of the territory, is the commercial and financial center of Montana. The city lies in the foot-hills at the eastern base of the Rocky mountains, just where the rivulet that flows through Last Chance gulch emerges from the rugged heights, on its way to join the Little Prickly Pear, a tributary of the Missouri river, which is but twelve miles to the northward across the valley of the Prickly Pear. Her environments are grand and beautiful. The great Rocky range embraces it on the west, south and south-east, while the higher range of the Belt mountains encircles the valley on the north and north-east. A sunny eastern exposure, altitude of 4,266 feet, and the protection afforded by the high peaks above, produce a dry, electrical and bracing atmosphere, and a climate most agreeable and health-giving.

Here converge all the stage and express lines of the country, and telegraph communication is had with every principal town and military post, the wires connecting with every main telegraph line from the Atlantic to the Pacific. The present population is about 6,000, and the children of legal school age number 1,270. There are three public school buildings, besides a Catholic institution for boys and girls. The Catholic, Episcopal, Methodist Episcopal, Southern Methodist, Presbyterian and Baptist denominations have neat church edifices. There are four national banks (three of which were organized in the past year), and a telephone exchange, with many members at home and connection with the principal towns and mining camps within a distance of seventy miles. The leading business houses are lighted by the Brush electric system, and the city is well supplied with pure mountain water by two companies. An efficient fire department, with two Silsby rotary steamers and one hand engine, besides hose, ladder and other apparatus, furnishes ample protection from the destroying element.

Helena is a chartered city, with a mayor, common council and all requisite officials, and is efficiently and economically governed. The Masons and Odd Fellows own respectively a large and costly temple and hall, and each order has several lodges. The Ancient Order of United Workmen, Knights of Pythias, Gesang Verein and Turn Verein are fully organized societies, and all are in a flourishing condition, the last two having fine buildings. Ming's opera house is a large stone and brick structure. The United States assay office is located here, and is the most costly building in the city. In the amount of business and earnings during the past year it excelled any other U. S. assay office, while its expenses were the least in proportion to the work done, as is shown by the report of the director of the mint. Besides the public buildings there are very many neat and costly private residences, some of which are presented in our illustrations. The business houses are most substantially built with a view to exemption from fire, and nearly every merchant has a fire-proof warehouse separate from the store building. The business portion of Helena has thrice been consumed by fire, yet the determined will, strong courage and unconquerable perseverance of her citizens have each time rebuilt a better city than the one destroyed. For this reason the emblem of the Phoenix rising from its ashes is emblazoned on her city seal.

Although Helena took its rise and growth from the rich placer mines of Last Chance gulch, yet it is the center of a mineral field, unsurpassed in Montana or elsewhere for the number and richness of its gold and silver bearing quartz ledges. One single lode, the Drum Lummon, was sold a few weeks since to an English company for \$1,620,000. Veins of galena, copper, iron and coal are also found in great numbers. The stamps engaged in pounding out gold for Gloster mine, at the head of Silver creek, twenty-two miles west of the city, number eighty, and the regular yield is twelve to fifteen thousand dollars per month. More than a hundred other stamps are at work at Marysville, Belmont and Mt. Pleasant, twenty-five miles to the southeast. Immense smelters at Wick's and at the Gregory mine produce large quantities of silver bullion, and other smelters will be erected this year at the numerous mines at the head of Ten Mile creek, eighteen miles from the city, and vast quantities of bullion will be produced and shipped to the east to be refined. The lack of transportation has heretofore prevented the construction of smelters, because of the great cost of sending bullion and ore to the east for treatment; but with the completion of the Northern Pacific to Helena the coming summer, many mills and smelters will be constructed in this vast mineral district, millions of dollars will be invested in mining, and Helena will become the great mining center of Montana as Denver is of Colorado.

Almost from the first year of her existence, Helena has been the commercial center of the

country. From 1864 to 1869, until the Union Pacific and Central Pacific railroads were built, all merchandise, machinery for quartz, lumber and grist mills, and the majority of immigrants with their families, found their way to Montana by boat up the Missouri river to Fort Benton. The nearest gold mines to the southward were at Helena. Further south were the famous mines of Alder gulch, at Virginia City, and to the east and west of Helena lay the rich placers of Diamond City and Deer Lodge county. Helena, 145 miles south of Benton, was the central point to which all the commerce of Montana had to be taken for distribution, and where all people had to go before they could branch off to reach their chosen fields of labor. Besides this, she had rich gold placers of her own in Last Chance and twenty other gulches in her immediate vicinity. Employment was easily found at wages which seemed to the new-comer to assure him a fortune, and thousands abandoned the idea of searching for nature's treasures, and went energetically to work here. A city sprang up like magic. Merchants brought in immense stocks of goods, and sold to retail dealers in all the camps of the territory. Fortunes were accumulated rapidly. Helena, by reason of her own valuable mines and her favorable location in regard to other mining camps, became the great mining and commercial center; by accumulation of wealth, in the hands of shrewd, capable and energetic men who knew how to use money to conquer fortune, she acquired complete financial supremacy; and finally her political influence and commanding situation gave her the seat of government of the territory. All of these advantages she still retains, and they will, in a few years, when the railroad system of Montana is further developed, give her ten times the population and influence she now has, for then Helena will become the railroad center of this vast region. These are the reasons why she is the political, financial and commercial capital of Montana, and why she is proudly and lovingly called by all her citizens, "The Queen of the Mountains."

The circumstances of the birth of Helena have been recorded by Mr. R. Stanley, now of Attleborough, Nuneaton, England. In the spring of 1864, accompanied by three Americans, John Cowan, John Crab and D. J. Miller, he left the mines of Alder gulch (the famous mining camp of Virginia City, Montana, which yielded in three seasons \$30,000,000 of gold dust), where they had been unsuccessful in securing claims. One evening they camped on Last Chance gulch and prospected a little, finding color, but not enough to satisfy them. They went on over the range and down the Heli Gate river (between the present towns of Deer Lodge City and Missoula), intending to strike the "big thing at Kootenai," as the latest discovered placer mines were called. These were in British Columbia and a long distance away. However, they encountered Jim Coleman and party just from Kootenai, who said those mines were "played out," and they were on their way back to "old Alder." They had provisions in their wagons for three months, and concluded to expend them before returning to Alder gulch. The next morning they started on the back track, prospected on the Little Blackfoot river, crossed the main ridge of the Rocky mountains near where Mullan tunnel is now being bored, prospected upon Seven-Mile creek and the Dearborn, Marias and Teton rivers to their sources on the east side of the mountains, only finding gold colors on all these streams, but not in paying quantities. After consultation, they concluded to return to this place, and if they found nothing, to go back to Alder gulch. The little gulch on the Prickly Pear they said was their "last chance," and they so named it after their great discovery was made; and upon its banks now stands the capital city and commercial metropolis of Montana.

Mr. Stanley says in a letter describing the incidents of the discovery:

They reached the spot one afternoon on or about the fifteenth of July, 1864, and made their camp a short distance up the gulch near to where the First National Bank of Helena was built in 1866.

That evening they sunk two holes to bed rock and found gold in paying quantities, in sizes from pin points up to the value of half a dollar. So here they camped and gave their gulch the name of "Last Chance." Here they made fortunes, were quickly surrounded by miners who had heard of their discovery, and the camp soon rivaled Virginia City in the number of its inhabitants. A meeting of the miners was held at the cabin of Captain Wood in the fall of 1864, to baptize the new camp. One miner from Minnesota proposed "Tomah," the name of an Indian friend, and another who had probably read Homer a little, proposed "Helena," who, he said, was the most beautiful woman of her age. The gallant miners voted for Helena.

Mr. Cowan stated while on a visit here some years ago, that the three noted mountains which tower above Helena were named by the first settlers in the town—the first west of the city, Mt. Cowan (now called Mt. Helena); the second, between Last Chance and Dry gulches, Mt. Stanley; the third, east of Dry gulch, Mt. Miller—in honor of the gentlemen who discovered the mines in Last Chance gulch. These names should be perpetuated by act of the legislature.

The distance by the Northern Pacific from Helena to Mullan tunnel is fifteen miles, the grade rising rapidly until the tunnel is reached. The scenery as the summits of the mountains appear, is of the most rugged character, and fully justifies the title of "Rocky mountains." The cuts and fills are enormous, and the work is among the most expensive on the whole line of the road. From the station at Helena the most powerful locomotives yet made will be used, and here will probably be large round-houses and repair and construction shops, thus adding much to the business and bustle of the city.

HOT SPRINGS.

Among the attractions of Helena are the hot springs four miles west of the city. They are a favorite resort for people afflicted with rheumatism and other diseases, who are benefited by bathing in the medicinal waters. The temperature varies from 110° to 190° Fahrenheit. They are situated in a picturesque glen, and there are a hotel and bath house neatly kept and of ample accommodations.

HELENA'S BUSINESS.

The business of the city, both wholesale and retail, is enormous, and such a few places of but 6,000 inhabitants can boast of. This is accounted for by its favorable and commanding position as the trade center of the territory. Nearly \$2,000,000 are invested in cattle and sheep by men residing here, and from that business alone some of them derive an annual income of from \$30,000 to \$50,000. The clerical, medical and legal professions are fully and ably represented by men who derive from them a good support. As yet little manufacturing is done, but the advent of a railroad will stimulate that industry and add another important factor to the prosperity of Helena. There are now in operation two foundries and machine shops which repair and even manufacture machinery for quartz mills, and the manufacture of lumber, sash, doors and woodwork in general is quite extensively engaged in. A few wagons and carriages are made, but the iron and hard wood are imported from the east. As yet no iron ore has been reduced here, though both iron and coal abound. Lime is plentiful and great quantities of it are burned within the city limits. Several million brick are annually made, and to the cheapness of brick and lime is largely to be attributed the existence of so many substantial business blocks. Woolen and soap factories could be profitably operated here, where the raw material is so abundant and the facilities for manufacturing so good.

The handling of the enormous trade of Helena is facilitated by four national banks, three of which have been established within a year. The First National Bank has handled the money and exchange of the city for many years and has grown with its development. It has associate banks at Butte City, Fort Benton and Missoula. The following official statement of its condition December 30, 1882, will show its substantial character.

RESOURCES.

Loans and discounts.....	\$2,039,285.59
United States bonds.....	303,000.00
Real estate and fixtures.....	44,057.88
Cash and sight exchange.....	347,838.10

\$2,734,181.57

LIABILITIES.

Capital surplus.....	\$ 400,569.63
Deposits.....	2,243,611.94
Circulation.....	90,000.00

\$2,734,181.57

The Second National Bank of Helena commenced business August 26, 1882, and on the first of January presented the following statement, indicative of the business prosperity of itself and the city in which it has become a necessary institution:

RESOURCES.

Loans and discounts.....	\$ 91,890.25
United States bonds.....	30,000.00
Cash and sight exchange.....	23,949.21
Furniture and fixtures.....	2,000.00
Due from U. S. Treasurer.....	1,350.00

\$149,189.46

LIABILITIES.

Capital stock paid in.....	\$ 75,000.00
Surplus and profits.....	2,564.24
Circulation.....	27,000.00
Deposits.....	44,625.22

\$149,189.46

The Montana National Bank opened its doors on the 11th of November, 1882. It has an actual paid up capital of \$250,000, and an authorized capital of \$1,000,000. It is designated as the United States depository and has \$100,000 in U. S. bonds to secure the government deposits, also \$85,000 to secure its circulation. After being in business less than two months it made a statement on the first of January showing resources of \$525,000.00. The deposits amounted to \$272,162.02, and loans and discounts to \$150,000.00.

Helena is well represented abroad by two daily and weekly papers, the *Herald* and *Independent*. They are both enterprising journals and reflect the business prosperity of the city, to which they contribute in a large degree.

The leading clothing firm of the city and consequently of the whole territory, is the long-established house of Gans & Klein, wholesale and retail dealers in clothing and furnishing goods. The house was founded in 1866, and by its long association with commerce and its enterprising and judicious management has come to be considered as one of the great foundation stones of the city's trade. They not only have two stores in Helena, one for wholesale and one for retail trade, but have large branch establishments in Butte City and Fort Benton. In 1882 the firm imported 550 tons of merchandise, an amount of clothing beyond the comprehension of one not familiar with the trade. The house in Helena is under the management of H. Klein, assisted by H. Gans. The senior member of the firm, L. Gans, resides in New York and attends to the eastern business, including the purchase and manufacture of all goods for the three Montana houses. It is a constant matter of wonder to strangers that an establishment of this magnitude can exist in the interior of a territory far beyond the reach of railroads, yet it is a fact that it does exist, and that it pays annually for freight in excess of railroad charges a sum equal to the profits of many houses that have no doubt considered themselves superior to anything in Montana. Large as it is, the business of this house will be much increased when the railroads are completed, as these will not only give them better facilities for importing immense stocks of goods, but will widen their commercial field. These gentlemen are also extensive owners of land and stock, from which a large revenue is derived.

H. M. Parchen & Co., wholesale and retail, dealers in drugs, medicines, paints, oils, glass-stationery, wall paper, etc., began a business in 1865 which has steadily grown to its present mag-

nitude. They imported 240 tons of freight during the past year, an enormous amount of goods of that character to be handled by one firm. The firm has become thoroughly identified with the business of Montana and is the leading house in its line in the territory. A branch establishment is located at Butte City under the firm name of Parchen & D'Acheul.

The large clothing house of Franklin, Humbert & Co. has been established three years and enjoys an extensive trade, the result of their enterprise and judicious management. A branch house at Bozeman has also a well-founded business.

The immense wholesale and retail dry goods house of Sands Brothers is the parent firm of the house of Sands & Boyce, whose business we described in our last number. The magnitude and extent of its business in Helena is equal if not superior to that of the branch house in Butte City.

Henry Yergy is an extensive dealer in stoves and general hardware and tinware, both wholesale and retail. He occupies a store 25x75 feet, besides a store-room 35x75 feet and a fire-proof warehouse, where stoves are stored in pieces as they are imported before being joined together. Mr. Yergy carries continually a stock amounting to \$30,000, which is constantly being renewed. He owns one of the finest residences in the city, which forms the subject of one of our illustrations.

The firm of George P. Reeves & Co., dealers in jewelry, watches, etc., was established in 1868, and is one of the substantial firms of Helena. W. C. Child, junior member of the firm, owns a one-fifth interest in the Boston and Montana Gold Mining Co., and is the principal owner in the Montana Sheep Co., which owns 20,000 head of sheep and controls an extensive range.

R. S. Hale & Co., druggists, were established in 1863, and are considered as much a part of Helena as the very streets themselves. They occupy a store 20x100 feet, elegantly fitted up and containing an enormous stock of goods. Their business embraces both wholesale and retail, and extends over a large section of the territory.

M. Reinig, dealer in groceries, and proprietor of the San Francisco bakery, is a Montana pioneer and a business man of Helena since 1866. Although the city has been twice destroyed by fire, Mr. Reinig has, by the exertions of himself and men, saved his property and thus preserved that part of the city lying east of his store. He has a substantial stone building with a brick front, and protected by an iron awning which can be let down at a moment's warning. His property is 55x100 feet, and is none too large for his extensive business. The bakery is the oldest in Montana, having been started in 1865 and purchased by him the following year.

The largest dealer in harness and saddlery goods in the territory is A. J. Davidson, a pioneer of 1863. He occupies in this city a store 30x80 feet and keeps a large stock of manufactured goods as well as all the materials and trimmings for manufacturing, in which he is extensively engaged both in this city and in Deer Lodge, where he employs all the convict labor of the territory. He is one of Helena's capitalists, is largely interested in her financial institutions, and deals heavily in hides and wool.

Murphy, Neel & Co. are extensive dealers in groceries, both wholesale and retail, their trade reaching out into the territory in all directions. So large is their trade, they have found it necessary to establish branch houses in the thriving business towns of Fort Benton and Deer Lodge. J. T. Murphy, the senior member of the firm, is largely interested in the cattle business, and is one of Helena's most enterprising capitalists.

The store of William G. Bailey is as elegant and displays as fine and attractive a stock of diamonds and rich jewelry as can be seen in any city on the coast, San Francisco not excepted. Neatness and artistic taste are personified in everything connected with the establishment, from the elegant designs in the show cases to the business card on top of them. Mr. Bailey came to Helena in 1864, and since 1866 has been an active business man, and has thoroughly identified himself with the city's trade.

The first beer brewed in Montana was the work of Mr. Horsky, senior member of the firm of Horsky & Kenck, proprietors of the Helena brewery. The business was established in 1865, and has gradually grown to large proportions. The brewery occupies a large stone building, and in connection with it is a four-story malt house. Steam power is used, and in all its appointments the brewery is the largest, most complete and produces the best beer in the territory. A large quantity is bottled for shipment to other points.

In 1866 J. Switzer established himself in business in this city and has been constantly engaged in it ever since. He is a wholesale dealer in wines, liquors and bar glassware, occupying a store 30x80 feet, with a stone warehouse in the rear. Last year he imported 150 tons of merchandise.

George E. Boos has an extensive book bindery and printing office, fitted up with all the machinery necessary to turn out first-class work. He has been established here three years, and is the official printer of the territory.

A. P. Curtin's immense furniture establishment occupies two floors and a basement, each 30x100 feet. This enterprising gentleman has been in business here three years, and imports directly from eastern manufacturers. It is the only house that makes a specialty of furnishing a complete housekeeping outfit, including furniture of all kinds, crockery, table linen, etc. Elegant and substantial furniture in great quantities can be purchased at his salesrooms at reasonable rates.

The elegant oyster and lunch rooms presided over by I. Marks is one of the institutions of Montana. Nearly ten thousand dollars were spent in furnishing, frescoing and fitting up this establishment, which is unsurpassed for elegance in any city on the coast. It is the favorite resort of Helena's business men and visitors to the city who desire a lunch well served.

S. C. Ashby & Co. have been associated in business for five years, and are extensive dealers in wagons, agricultural machinery, flour and feed. A large three-story building just completed by them is represented in our illustrations. Mr. Ashby has been a business man of the city for seventeen years, and his partner, C. A. Broadwater, is also an old resident and president of the Montana National Bank. The firm does also a real estate and insurance business and represents sixteen of the leading fire insurance companies, besides life and accident companies.

Clarke, Conrad & Curtin are wholesale and retail dealers in stoves and hardware and are manufacturers of tinware on a large scale. They occupy a store 45x75 feet and basement and warerooms 25x55 feet. Their business was established in 1864, and the firm is favorably known throughout the whole territory for its enterprise and for the extent of its trade. They occupy a commanding position in the business and financial circles of Montana.

Curtis & Booker are well-known commission merchants and auctioneers, have done business in Helena since 1872, and are old Montana pioneers. They make a specialty of selling horses and cattle at auction, and in 1882 disposed of 2,500 head.

The only set of abstracts of title to property in Lewis and Clarke county is owned by Richard Lockety, who is also the most prominent real estate agent in the territory, and does a large insurance business. He has met with such success in his abstract business, and possesses so fully the confidence of business men, that he has been induced to undertake the preparation of a complete set of abstracts in every county in Montana. This great work is now in progress, and is being pushed with energy, though with all necessary carefulness.

Kleinschmidt Bros. & Co. are wholesale dealers and the oldest grocery house in Montana. Their business was established in 1866, is conducted on a cash basis and extends throughout the whole territory.

C. E. Comstock & Bro. have a neat drugstore, containing a large stock attractively displayed, and do a large prescription business.

The handsome store of Morris Brothers attracts

the universal attention of all lovers of fine crockery and consumers of confectionery. Their stock is always new and attractive. One important branch of their business is the importation of fruit, in which they are the heaviest dealers in the city.

G. J. Ringwald & Co. are dealers in diamonds and jewelry, and have a large retail trade.

Sterrock & Lang do a large business in plumbing, gas-fitting, and tin, copper and iron work, and also deal largely in the goods required in their trade.

C. L. Vawter's building is represented among our engravings. He deals in wagons and agricultural implements, and sends those necessary articles hundreds of miles from Helena in all directions.

The book, news and stationery trade is represented by Charles K. Wells, T. H. Clewell, and Hopkins & De'Noielle. These firms have all large stocks of goods and furnish everything in their line that can be desired.

The Northern Pacific land department for Montana is under the management of Ed. Stone, well and favorably known from one end of the territory to the other. His liberal and just management has won him the good opinion of all dealing with the department.

The only first-class hotel in Helena is the Cosmopolitan, presided over by Schwab & Zimmerman. Since its establishment in 1869, the Cosmopolitan has had no worthy rival in the city, and as long as the present management has control it will continue to stand at the head. Our illustration does it but feeble justice, as the four cottages in the rear and all of the St. Louis block are occupied, giving a total of eighty rooms, none too many to accommodate its extensive patronage. The proprietors own and farm a ranch of 1,200 acres three miles north of the city, where they raise everything needed to supply their table, including meats, vegetables, butter, cheese and milk. Their dairy house is the finest on the coast, and is built of stone. Their table is universally acknowledged by the traveling public to be unexcelled anywhere.

There are many other business firms in Helena, but our space will not permit us to go into details any further. The boot and shoe establishment of Nick Millen, however, is deserving of special mention, not only for its extensive business, but for the great boot which surmounts the building and is shown in our engraving. Just when that sign first made its appearance it is difficult to say, but it is currently reported that Joe Meek, who went to Oregon "when Mount Hood was a hole in the ground," passed this sign on the way, and that it was full grown at that time. Some even maintain that at the time of the creation, when the command was given, "Let there be light," the first object dimly outlined against the surrounding gloom was Nick Millen's boot.

MONTANA NOTES.

Bozeman is now the operating terminus of the Northern Pacific from the east. It is growing rapidly, and the increase in population and business is of a permanent character. A tract of eighty acres just west of the town site was recently sold for \$10,000.

Thomas LaForge, official interpreter at Fort Custer, says that the Crow Indians number 3,400, and are beginning to see the necessity of resorting to stock-raising and agriculture for a sustenance. He is in favor of reducing the reservation and making the money derived from the sale of lands a permanent fund, the interest of which could be used for the benefit of the Crows.

The lively railroad camps of Ventnor, Cabinet Landing, Rock Island, Shannonville and Weeks-ville are nearly deserted, and Last Chance is dwindling rapidly. Horse Plains and O'Keefe's Canyon are their worthy successors.

The little town of Twin Bridges is growing and gives promise of future prosperity.

Townsend is the name of a new railroad town on the Northern Pacific fifteen miles east of Radersburg and three miles south of Centerville.

A large number of lots have been sold, and the boom will soon strike it.

Horse Plains is now an exceedingly lively town, being the transfer station for freight and passengers going eastward. It will probably continue to be a place of considerable importance after the railroad terminus has been taken away, as there is much good farming land around it, and it is well situated as a shipping point to the Flat-head lake region.

Quite a town is going up at Paradise, and several stores have been taken there from Last Chance.

Livingston shows more business and population than ever. Work on the Park branch serves to keep things lively there. It will be an important point in overland travel. The *Tribune* enumerates four hotels, seventeen business structures and a freight depot, as among the buildings just finished or in process of construction. Since the fifteenth of January, at which time there were 181 buildings in the portion of the town known as Clark City, sixty foundations have been laid and a majority of the structures completed. Two million brick are being made for the railroad round houses.

Billings is an enterprising city and its citizens liberal and energetic. The M. & M. L. & I. Co. has offered to reconvey to the Northern Pacific 12,000 acres of the best land in Clarke's fork bottom, if the company will locate at Billings the principal machine shops for the central portion of the road.

Missoula has incorporated under the act of the late legislature. It will be reached by the railroad in a few weeks.

A ditch to carry 1,500 inches is being built for irrigating purposes to within three miles of Deer Lodge. It will probably be extended to supply the city with water.

F. B. Eaton, M. D., Oculist and Aurist. Office, N. W. corner First and Morrison streets, Portland, Oregon.

The best photos, all styles and sizes, are taken by Abell. Gallery, west side of First street, between Morrison and Yamhill.

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Leaving Spear St. Wharf at 10 A. M. as follows:		Leaving Ainsworth Dock at 12 midnight as follows:	
Columbia...Thu..May... 3	Oregon.....Wed..May... 2	Queen.....Sun... 6	State.....Sat... 8
Oregon.....Wed... 9	Columbia...Tue... 8	State.....Wed... 12	Queen.....Fri... 11
Columbia...Tue... 15	Oregon.....Mon... 14	Queen.....Fri... 18	State.....Thu... 17
Oregon.....Mon... 21	Columbia...Sun... 20	State.....Thu... 24	Queen.....Wed... 23
Columbia...Sun... 27	Oregon.....Sat... 26	Queen.....Wed... 30	State.....Tue... 29

RAIL DIVISION.

On and after March 18, 1883, transfer steamer leaves Ainsworth dock, Portland, at 7:20 A. M., connecting with train at Albina 8:00 A. M. for all points on upper Columbia and N. P. R. R. Arrive at Wallula Junction at 7:30 P. M., Walla Walla at 9:35 P. M. and Dayton at 12:30 A. M. Returning arrive at Albina at 6:40 P. M., and Portland at 7:00 P. M. Trains run daily, except Sunday; connect at Wallula Junction for Points on Northern Pacific Railroad.

Through Sleeping Cars from Portland to Dayton, W. T., and to points on Northern Pacific Railroad.

Pullman Palace Cars running between Portland, Walla Walla and Dayton.

MIDDLE COLUMBIA RIVER DIVISION.

Boat leaves Portland for Dalles at 7 A. M.
Boat arrives at Portland from Dalles at 5 P. M.
DAILY, EXCEPT SUNDAY.

PORTLAND AND ASTORIA FAST LINE.

Steamer WIDE WEST leaves Portland at 5 A. M. Returning, leaves Astoria at 1 P. M., daily, except Wednesday. Portland passengers can go on board at 9:30 P. M.

ALSO

Leave Portland for	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Astoria and Lower Columbia.....	6 A. M.					
Dayton, Or.....	7 A. M.					
Corvallis.....	6 A. M.					
Salem.....	6 A. M.					
Victoria, B. C.....	6 A. M.					

NARROW GAUGE DIVISION.

East Side.

BETWEEN PORTLAND AND COBURG, via O. & C. R. R. to Woodburn.

On and after Sunday, April 1, 1883, Trains for Coburn leave Portland at 7:30 A. M. on Mondays, Wednesdays and Fridays.

West Side.

BET. PORTLAND, SHERIDAN AND AIRLIE, via O. & C. R. R. to Whites.

Leave Portland at 9 A. M. Returning, leave Airlie for Portland at 6:05 A. M.

Freight for all points on Narrow Gauge Division will be received and forwarded by the O. & C. R. R., East and West Side Divisions, respectively.

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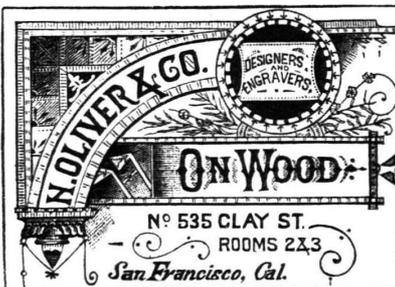
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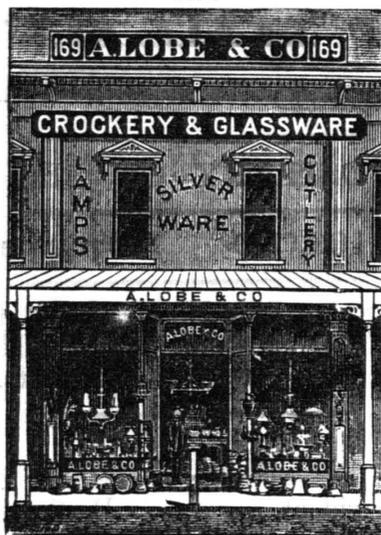
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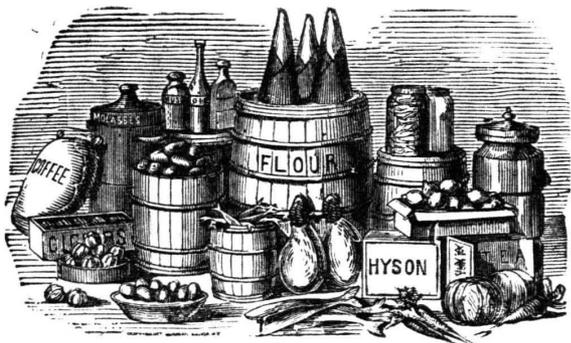
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ESTABLISHED 1866.

KLEINSCHMIDT BROS. & CO.,

The Oldest and Largest



Grocery House

In Montana Territory.

As our terms are invariably Net Cash or Note bearing interest we can and do sell goods cheaper than any competing House.

— KLEINSCHMIDT BROS. & CO., —

HELENA, - - MONTANA.

R. S. HALE.

W. HUDNALL

R. S. HALE & CO.,

Wholesale and Retail

DRUGGISTS,

Helena, Montana, Territory.

G. P. REEVES.

W. C. CHILD.

GEO. P. REEVES & CO.,

WHOLESALE AND RETAIL DEALERS IN

JEWELRY, WATCHES, CLOCKS

AND DIAMONDS.

WATCHMAKING A SPECIALTY.

MANUFACTURING, REPAIRING AND ENGRAVING

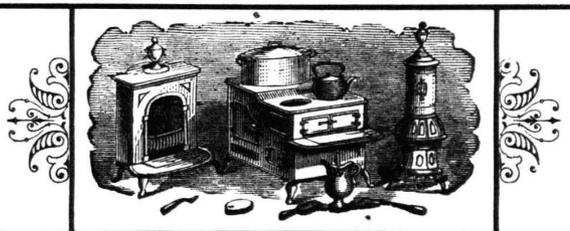
DONE TO ORDER.

HELENA, - - - MONTANA.

— HEADQUARTERS FOR CUTLERY. —

HENRY YERGY,

Wholesale and Retail Dealer in



HARDWARE, STOVES,

TINWARE,

SASH, DOORS, BLINDS,

Queensware, Glassware,

REVOLVERS, AMMUNITION, ETC.

MAIN STREET, - HELENA, MONTANA.

THE WEST SHORE.

CHAS. E. COMSTOCK & BRO.

DRUGGISTS AND PHARMACISTS,

PURE DRUGS AND CHEMICALS,

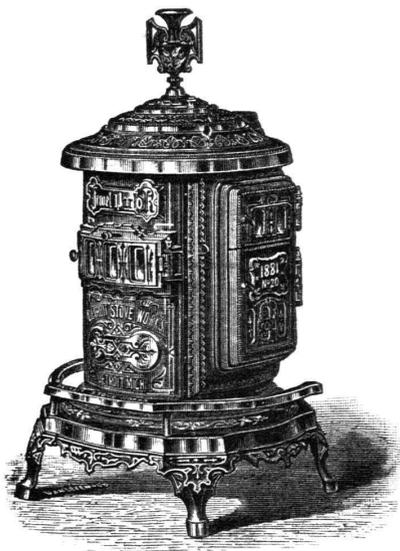
And Pharmaceutical Preparations,

Masonic Block, HELENA, M. T.

Physicians' Prescriptions Compounded Day or Night.

PAINTS, OILS, GLASS, PUTTY,
MACHINE OIL, TAR, TURPENTINE,
BRUSHES, Etc., Etc.

ALL ORDERS RECEIVE PROMPT ATTENTION.



STURROCK & LANG,
Manufacturers of and Dealers in
Tin, Copper & Iron Work.

Plumbers, Gas and Steam Fitters.

Sole Agents for the Celebrated

OAKWOOD COOKING STOVES,

CROWN JEWEL RANGE,
JEWEL PARLOR HEATING STOVES AND
GREY ENAMELLED HOUSE FURNISHING WARE,

Tin Roofing and Job Work a Specialty.

Masonic Temple, HELENA, M. T.

CHAS. K. WELLS,

BOOKSELLER

AND

STATIONER.

AGENT IN MONTANA FOR

*Messrs. A. S. Barnes & Co.'s, and Ivison,
Blakeman, Taylor & Co.'s Edu-
cational Publications,*

**Singer Sewing Machines,
Standard Organs,
Chickering & Sons' Pianos,**

HELENA, MONTANA.

THE WEST SHORE.

A. SANDS, Denver.

M. SANDS, Helena.

J. SANDS, New York.

SANDS BROTHERS,

Wholesale and Retail Dealers in

Dry Goods, Carpets, and House Furnishing Goods,

Orders by Mail will receive prompt and careful attention.

HELENA, MONT.

G. J. RINGWALD & CO.,

(Formerly Ringwald Bros. & Co.)

HELENA,

MONTANA.

BROKERS, COLLATERAL BANK AND LOAN OFFICE.

Dealers in Diamonds, Fine Watches, Jewelry of all description, Silverware, Field Glasses, Guns and Pistols. SPECIALTY--Watches from \$5.00 and upwards.

ESTABLISHED 1865.

M. REINIG,

GROCER,

Proprietor San Francisco Bakery.

AND DEALER IN

Wines, Liquors, Tobacco, Hardware, Grain & Farmers' Produce.

All Kinds of Vegetables on hand in Season. Storage and Commission.

Fire Proof Building, Corner Bridge and Joliet Streets, - - - - - HELENA, MONTANA.

W. F. FRANKLIN.

W. C. HUMBERT.

S. H. KENNETT.

FRANKLIN, HUMBERT & Co.,

DEALERS IN

Men's and Boys' Clothing, Hats and Caps, Boots and Shoes,

AND

MINING GOODS,

HELENA AND BOZEMAN, - - - MONTANA TERRITORY.

1864.

MORRIS BROS.,

1883.

Wholesale and Retail Dealers in

Crockery, Glassware, Lamps, Chandeliers, China and Porcelain Tea, Dinner and Toilet Sets, and Rogers & Bros. Silver Ware.

Bar Glassware, Playing Cards, and Engraved and Plain Poker Checks in Endless Variety.

Our Stock, in all its branches, is acknowledged to be the best assorted and of larger variety than any in Montana, and our facilities for buying of first hands for strictly cash enable us to offer inducements to all purchasers.

CALL AND EXAMINE OUR STOCK OR SEND FOR PRICES.

We are Sole Agents in Helena for A. Booth's famous Oval Brand Fresh Oysters, which excel all others, and are too well known to require boasting. The only House in Montana that ships Oysters daily.

We are the most extensive dealers in Foreign and Domestic Fresh Fruits.

MORRIS BROS.,

St. Louis Block, Helena, Montana.

THE WEST SHORE.

E. D. EDGERTON, Pres. A. E. BUNKER, Cashier. D. S. WADE, Vice Pres.

Second National Bank,
HELENA, M. T.

Transacts a General Banking Business.

Pays Interest on Time Deposits, Buys and Sells Foreign and Domestic Exchange. Collections made on all points.

Money Placed for Eastern Parties on Approved Securities.

HAS A

Savings Department.

Receives Deposits of One Dollar, and upwards,

UPON WHICH

Interest is compounded semi-annually at six per cent.

THE ONLY SAVINGS INSTITUTION IN MONTANA.

Correspondence receives prompt attention. Business and accounts solicited.

H. M. PARCHEN & CO.,

Wholesale and Retail Dealers in

Drugs, Medicines, Chemicals,

PAINTS, OILS, GLASS,

Stationery, Wall Paper,

LAMPS,

CHANDELIERS,

FANCY GOODS,

NOTIONS, ETC.

We carry the Largest Stock in our line in Montana.

HELENA, MONTANA.

Branch: PARCHEN & D'ACHEUL, Butte, Mont.

A. J. DAVIDSON,

[Successor to W. C. Lobenstein.]

SOLE MONTANA AGENT FOR

Hill's Concord Harness.

DEALER IN

Western Team and Buggy Harness,

SADDLES,

BRIDLES,

COLLARS,

AND

Saddlery Hardware.

CASH PAID FOR

HIDES, FURS and WOOL.

Main Street, Holter's Block,
HELENA, MONTANA.

INTERNATIONAL HOTEL,



Cor. Third and E Sts., Portland, Oregon.
Three Blocks from the Steamship Landings and R. R. Depots.

THIS NEW AND ELEGANT HOTEL

Contains 120 Newly Furnished Rooms,

Well Ventilated and Lighted throughout, and is in every respect the
**BEST HOUSE FOR THE PRICE IN PORTLAND, OR
EQUAL TO ANY ON THE PACIFIC COAST.**

Single Meals, 25 cents. Beds, 50 cents.

Board and Room by the Day, \$1.25.

LEWISTON & HIGGINS, Proprietors.

T. E. CHAMPION, Clerk.

C. D. CURTIS.

GEO. BOOKER.

1865-ESTABLISHED-1865.

CURTIS & BOOKER,
Commission & Merchants,

GENERAL AUCTIONEERS,

—DEALERS IN—

FURNITURE

AND ALL KINDS OF

MERCHANDISE.

WEST SIDE MAIN STREET,

Bet. Grant and Price,

HELENA, - - MONTANA.

HELENA BREWERY.

The product of this Brewery is purer in quality than the Eastern Bottled Beer, and equal to the celebrated imported Pilsner. Their business has grown so rapidly that it is necessary to employ

STEAM POWER,

the first in the Territory, a large

MALT KILN,

four stories high, an elevator, and other facilities, enabling them to manufacture

MALT

cheaper than any other brewery, and produce

THE BEST BEER

to be purchased in Montana. A Large Bottling Establishment puts up a large quantity for export. Orders by mail for Bottled and Keg Beer promptly filled.

HORSKY & KENCK, Prop's.

ESTABLISHED 1866.

J. SWITZER,

Wholesale and Retail Dealer in

FOREIGN AND DOMESTIC WINES,

LIQUORS, CIGARS,

BAR GLASSWARE, ETC.

Straight Kentucky Whiskies a Specialty.

HELENA, - MONTANA TER.

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LOCKEY'S MONTANA LAND AGENCY.

Montana is now justly claiming the attention of capitalists, east and west, and many are seeking opportunities for investment. As is usual in all newly-settled countries, the title to much of the real property is defective, and great care should be exercised in making loans or investing money in real property.

Richard Lockey has had an experience of nearly seventeen years in Helena, and is the best informed real estate man in Montana. He has, in the Abstract Department, the only complete and accurate Abstracts of Title to all property in Lewis and Clarke and other counties, and makes a specialty of examining Titles, furnishing Abstracts and negotiating Loans.

IN THE LAND DEPARTMENT will be found for sale, rent or exchange, improved and unimproved Business and Dwelling Property, Farming Lands, and Quartz and Placer Mines in all parts of Montana, especially in the counties of Lewis and Clarke, Silver Bow, Gallatin and Chouteau.

The Insurance Department is represented by such sterling fire companies as the Connecticut, Scottish Union and National, City of London, South British and National, and others, together with the Washington Life. Reliable information cheerfully given on application. Fortunes are to be made in Montana Real Estate, and a few HUNDRED dollars properly invested through this Agency will make you THOUSANDS. Agency of the **American and Red Star Steamship Line**. Through tickets to and from all points in Europe and Montana. Conveyancing a specialty. Notary always in the office.

RICHARD LOCKEY,

PRINCIPAL OFFICE, Cor. Broadway and Jackson Streets, HELENA, MONTANA.



The Model Hotel of the Northwest.
Rates, with Board, \$2, \$2.50 and \$3.00 per Day

J. H. BRENNER, Proprietor.

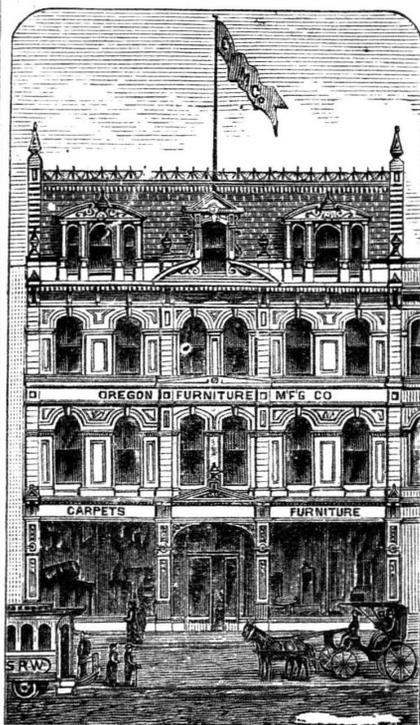
N. E. cor. Front and Morrison Sts, Portland, Or.
Bathing accommodations free to guests.
Patent Safety Elevator.



WILL CERTAINLY CURE

Coughs, Colds, Hoarseness, Sore Throat, Bronchitis, Influenza, Asthma, Whooping Cough, Croup, and every Affection of the Throat, Lungs and Chest, including Consumption. Sold by all Druggists.

J. G. BURNER & CO.,
POST OFFICE CANDY STORE,
Wholesale and Retail. Manufacturers of
Plain and Fancy French Candies,
Multnomah Block,
S. E. cor. Fifth and Morrison sts., opp. Post-office.



Sam'l Lowenstein, Pres. Wm. Karus, Sec'y.

OREGON
Furniture Manufacturing Co.
MANUFACTURERS OF
FURNITURE,
—AND DEALERS IN—
Carpets, Bedding, Upholstery
Goods, Etc.

The Company have just moved into their new four-story brick building, and enjoys facilities for doing a large business unequalled on the Pacific Coast. The Public is respectfully invited to inspect the premises and the stock of Furniture, Carpets, and Upholstery on hand.

The only steam power Passenger Elevator in the city is kept running from early morn till late at night for the accommodation of Customers, who can inspect the warerooms on the upper floors without a fatiguing climb up long flights of stairs.

OFFICE AND WAREROOMS:
Nos. 208 and 210 FIRST STREET.
FACTORY: Nos. 209 and 211 Front St.
SHIPPING DEPARTMENT: NOS. 7 and 9 SALMON ST.,
PORTLAND, OR.

NORTHWESTERN MANUFACTURING & CAR CO.,

Formerly Seymour, Sabin & Co.

MANUFACTURERS OF
PASSENGER AND FREIGHT CARS,
Minnesota Chief Threshers and Agricultural Engines,
STILLWATER, MINNESOTA.

Wholesale and Retail Dealers in all kinds of
FARM, ROAD AND MILL MACHINERY.
260 AND 262 FIRST ST., PORTLAND, OREGON.

H. C. AKERS, - - *Manager North Pacific Branch.*