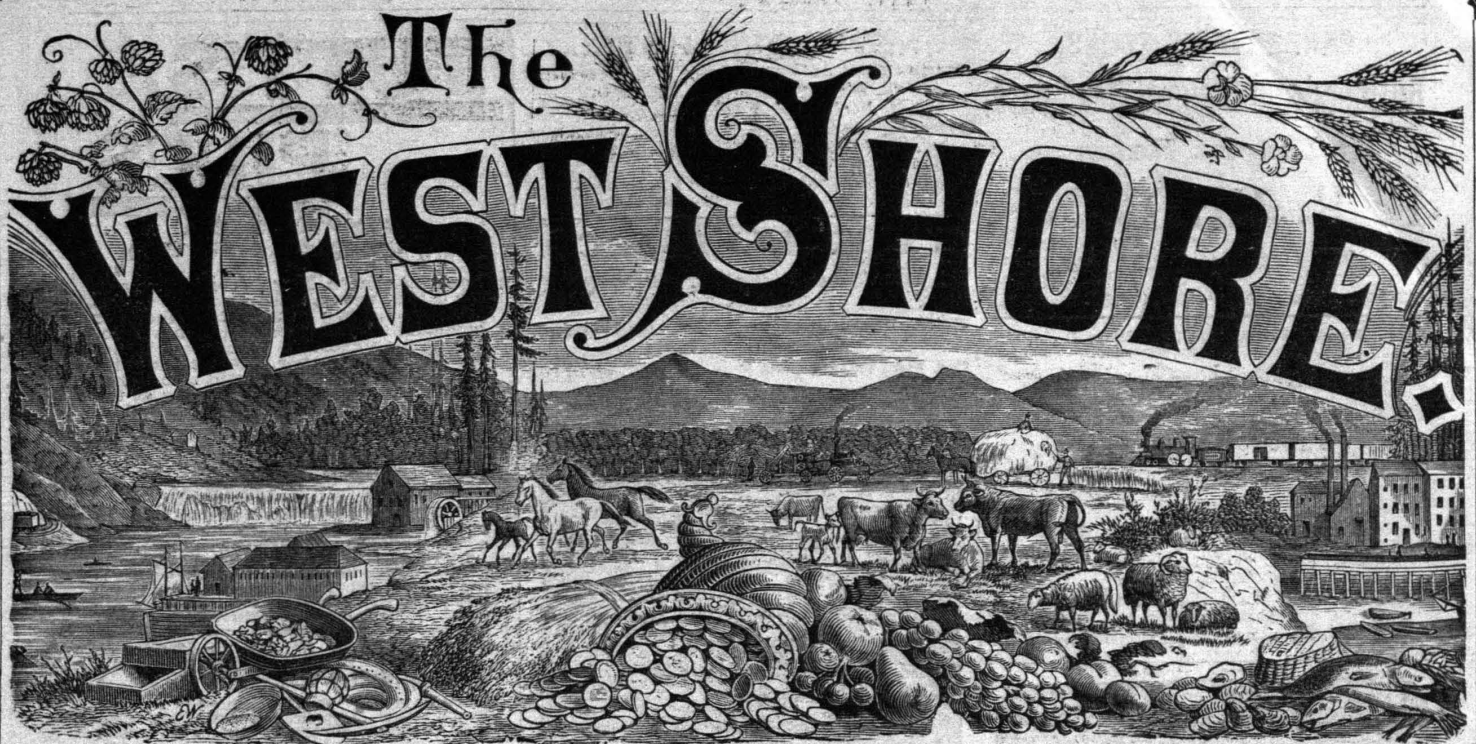


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Any one receiving this copy of THE WEST SHORE will please consider it an invitation to become a regular subscriber.

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Wherever the fame of the Columbia river salmon has penetrated, Astoria has become a familiar word. At home or abroad the sight of a can of that delicious fish upon the grocer's shelf suggests it as much as a clipper ship suggests the Clyde. Situated on the left bank of the Columbia, about twelve miles above the bar, where the river widens out into a broad estuary, she is the gateway and natural shipping point for the entire state of Oregon.

For beauty and healthfulness of location Astoria has no superior on the coast. Situated on the margin of the river and extending up the sloping hill, with a forest-crowned ridge rising cool and beautiful above, never suffering from the overpowering heat of the sun, but constantly fanned by cool and healthful breezes from the open sea, she affords a delightful place of residence. To be sure the rainfall is large in the winter season, but this is amply compensated for by an entire exemption from snow and excessively cold weather. The sewerage is perfect and no malarial sewer gas or diseased-breeding slough exists to people the cemetery on the hill. The business portion of the city is built upon piling above the tide flats. Drains run into this from the hill, and twice a day the ebb tide bears away the filth and completely purifies the city.

From the heights back of Astoria a view can be obtained that is worth miles of travel to one who has an eye for the beautiful. On the east, four miles above, Tongue point thrusts its mass of green pines far out into the stream, forming one side of the graceful bay in which the city lies. Though hidden from view, the course of the river can be plainly discerned by the contour of the hills, whose fading blue melts into the horizon many miles beyond. Immediately at our feet lies the broad estuary of the Columbia, freckled with little caps of white, and dotted with the spread sails of hundreds of fishing boats. Some are standing across the river, others spreading their nets, many beating out towards the bar, while still others are coming home wing and

wing, with a load of the royal salmon. It is no uncommon sight to see five hundred of these little boats darting about, as well as several large ocean steamers and deep-water vessels, and a whole fleet of river craft. As far as the eye can distinguish their sails these little boats are seen, until they disappear amid the white breakers of the bar. Across the bar Cape Disappointment juts far out into the ocean, thrown into bold relief by the sun just setting at its back, while the low line of Point Adams lies opposite on the left. As the twilight deepens, the cape gradually fades from view, but its position remains firmly fixed by the brilliant star that gleams from the light house on the point.

Astoria is divided into two parts by a high ridge that comes down to the water's edge, the two divisions being connected by a long plankway built upon piling. They are known as the upper and lower town, the business houses being nearly all located in the lower or main portion of the city. The upper town is expanding rapidly along the river and back upon the hill.

HISTORICAL.

In 1810 John Jacob Astor organized the Pacific Fur Company and dispatched the ship *Tonquin* around Cape Horn, sending at the same time an overland party from Mackinaw under Wilson P. Hunt. The *Tonquin* arrived off the bar late in March and a landing was effected and a settlement made about the first of April, 1811. The place was named Fort Astoria in honor of the founder of the enterprise. It was located on the site now occupied by C. Adler, Esq. October 16, 1813, owing to the war between Great Britain and the United States, the fort and business were sold to the Northwest Company, and two months later the British flag was raised over the place and the name was changed to Fort George. October 6, 1818, it was formally restored to the United States and the old name was again given it. After the consolidation of the rival English and Canadian fur companies as the Hudson's Bay Company, the headquarters were moved to Vancouver, and Astoria became of secondary importance.

Thus matters continued until 1845 when several American settlers took up claims along the river, some of them on the present town site. In 1848 A. Van Dusen settled here and opened a store, trading with the few settlers and the many Indians of the Clatsop tribe who occupied this region. He is still residing in the city. Early in 1849 the custom house was established, the only one then on the coast, and quite a little town sprang up in a few years, though it was not for some time that vessels in any numbers entered the river. A saw mill was soon built, and the town gradually expanded with the development of the country and the increase in commercial traffic. In 1867 the business of canning salmon began and from the inception of that industry dates the substantial and permanent growth of the city. The increase was slow for a few years, there being but 500 people here in 1870, but from that time on it grew so rapidly that in 1876 it was in-

corporated by the legislature. The past few years have been ones of remarkable increase of wealth, population and business, and the indications are the future will witness a growth still greater than that of the past.

POPULATION AND BUSINESS.

The population of the upper and lower towns combined was given by the census of 1880 as 5,840 including 2,000 Chinese. This has been increased by the addition of fully 2,000 white people and a large number of Chinamen, so that the present population can not vary much from 8,000. The increase is steady and permanent of about 1,000 annually. The majority of the fishermen are single men, but during the last few years many of them have sent to Europe for their families or have married, and the population is being rapidly augmented in this manner.

The number of buildings completed within a year or now in process of erection is very great. Six new canneries were built at an average cost for building and machinery of \$20,000. Gas works with a capacity of 20,000 feet have recently been completed at an expense of \$75,000. Two small systems of water works exist, but these will be supplanted in August by a more extensive one. Water is being brought from Bear river in large iron pipes a distance of eleven miles. The reservoir on Bear river has a capacity of 3,000,000 gallons, and there will be a pressure of 240 feet at tide water. These improvements will cost \$85,000, and are the work of the Columbia Water Co., composed of J. W. Braze, D. P. Thompson and F. Dekum. The Odd Fellows' temple is a magnificent three story brick building, 50x100 feet, just completed at an expense of \$45,000 inclusive of the ground. The Bank of I. W. Case and the large drug store of W. E. Dement & Co. occupy the ground floor. Pythian hall was finished this year by the Knights of Pythias at a cost of \$17,000, and is a fine frame structure. Mrs. Eliza Kinney has laid the foundation of a two story brick building, 50x70 feet, that will cost \$22,000. The Odd Fellows' building is at present the only brick in the city, owing to the fact that the business portion of the town rests upon pilings. The method of laying the foundation for one is very peculiar. Piles are driven into the mud and sawed off at the surface. Upon these are placed cross-beams, which form the foundation for the brick work. Many smaller buildings have been erected during the past year, and more than 200 dwelling houses have been completed or are in process of erection. The indications are that the class of buildings erected for business purposes in the future will be a great improvement upon those in the past, larger and of brick instead of wood.

The handsome and substantial custom house was erected about twelve years ago. It is a solid stone structure two stories high, and standing in the center of a block. It is occupied by the custom house offices and the post office. Owing to the character of the population the number of hotels, boarding houses and restaurants is very large. The leading hotels are

the Occident and Parker House, the latter having been recently much enlarged and improved. The accommodations and table are excellent. Two theatre buildings, one of them built for a skating rink, afford accommodations for entertainments.

In the matter of education Astoria possesses splendid facilities in her three public schools, though as yet no private institution or high school exists. There are in the city three hundred and fifty children of school age, divided among three districts, one in the upper and two in the lower town. The lower district in the lower town has commenced the erection of a commodious school house, to cost \$25,000 exclusive of the lots. The other districts have splendid sites for new buildings and will soon erect houses upon them to supersede the smaller ones now in use. There are in the city six church edifices, belonging to the Episcopal, Catholic, Methodist, Congregational, Presbyterian and Baptist denominations. Two of these were erected within the past year, the Presbyterian at a cost of \$7,000 and the Methodist at \$3,000. The Y. M. C. A. also holds regular services in a rented hall.

Astoria is protected from fire by the best volunteer department in the state. There are two engine companies and a hook and ladder company, one of them recently declared champion of the state at the tournament in Salem. Two steamers, an Amoskeag and a Silsby, costing about \$5,000 each, a hand engine, hose carts, hook and ladder truck, etc., comprise the apparatus. When the new system of water works is completed in August there will be forty street hydrants for fire purposes. The company has contracted to give a pressure at the elevation of the court house that will throw three streams from each hydrant a distance of eighty feet through a nozzle one and one-fourth inches in diameter.

The city government consists of a mayor and six councilmen, treasurer, recorder, judge, attorney, chief of police and four patrolmen. Astoria enjoys the distinction of being the farthest west of any incorporated city in the United States. It is also the county seat of Clatsop county, and possesses the court house and jail, both of them frame structures, occupying a whole block near the custom house.

Though there is not a boom in the market, real estate is high and firm, not, however, being held at speculation prices. The transfers are numerous, being divided about equally between transfers between residents and investments by outsiders. Real estate generally throughout the city has advanced one hundred per cent. in value within a year and is steadily going up. The valuation of city property for assessment purposes in 1882 was \$1,136,972 and for the current year \$1,693,677, showing an increase of forty-nine per cent. in all classes of property. This, of course, is about one-half the actual value. Alderbrook is the name of an addition to Upper Astoria recently made by Bergman & Berry and James K. Kelley. It extends seven blocks along the river and one and one-half miles back. The blocks are 200x300 feet, lots 50x100, and the streets seventy feet wide. Quite a village has been built there.

The *Astorian*, published by J. F. Halloran & Co., is an excellent daily and weekly, with no superior in Oregon except the great Portland dailies. It is an earnest and potent exponent of the resources and interests of Astoria and the surrounding country.

COMMERCE.

The commerce of the city consists of foreign shipments of salmon, lumber, flour and wheat, domestic shipments of salmon, lumber, leather and oil, and the importation of material for the canneries and of general merchandise and supplies. In 1882 there were shipped 597,000 cases of salmon, valued at \$3,000,000; 738,000 centals of wheat, \$1,192,000; 94,926 bbls. of flour, \$440,000; and from 15,000,000 to 20,000,000 feet of lumber. The volume of retail trade is very large. There are in the city twenty-five stores carrying stocks ranging from \$5,000 to \$35,000 in value, besides numerous smaller establishments. The sales in 1882 approximated \$1,000,000. There are also two wholesale establishments dealing in general supplies, that do a large business. The wholesale trade, now in its infancy, will increase largely upon the completion of the railroad, and other houses will be established here beyond all question. The city has a Chamber of Commerce, of which J. Q. A. Bowlby is president, and E. C. Holden, secretary. It does good work and has been very active in its efforts to secure improvement of the bar and the construction of a railroad.

In its shipping facilities Astoria is especially favored. There are now three miles of continuous water frontage, occupied by the O. R. & N. Co.'s dock, warehouse and coal bunkers of 1,400 feet, Flavel's dock and warehouse of 400 feet, Brown and Corbett's dock and warehouse of 500 feet, and the many canneries, mills, etc. These can be extended indefinitely in both directions. The improvement of the bar is a vital question in the future commerce of the Columbia river. The amount of tonnage that would in a few years sail from this port and other points on the river, if the passage of the bar were made safe for vessels of the deepest draft, will exceed that now passing the mouth of the Mississippi. The Asiatic trade and the shipment of breadstuffs would compose a commercial traffic of immense proportions. It is to be hoped the general government will take hold of this matter in earnest.

RAILROADS.

Heretofore Astoria has depended upon the product of her own industries and the trade of the neighboring coast for her support, being deprived of railroad communication with the interior. All this will soon be changed. The Oregon & California road has held dormant for years a grant of land for the construction of a line from Forest Grove to this city. Other projects that called for all the capital and energy of the Villard combination have prevented its construction, but now that those are nearly completed the Forest Grove road is receiving attention. Two surveys have been made at different times, and a corps of engineers is now in the field making a thorough reconnaissance and a complete survey as well. Upon the report of the engineer in charge as to the value of the land grant and the practicability of the route, will depend the action of the company. It is very essential that definite action be taken before Congress meets, as delay would endanger the grant. The line will run through the most magnificent timber region of Oregon, tapping much agricultural land, and coal and iron ore of excellent quality have been discovered at various points within easy access of the line. There seems to

be no reason why so extremely valuable a grant should be sacrificed, and the probabilities are that actual construction will have been commenced before the end of the year. With such a road Astoria will be in a position to assume her natural place as a great shipping, trade and manufacturing point. Wheat from the Willamette valley will be brought to this city for shipment or conversion into flour; logs will be taken from the Nehalem valley for working at the mills; coal and iron will be brought here for use with the timber in ship building and other industries; wholesale houses will be enabled to supply the valley with goods. In fact the road means the severing of the chains that have held Astoria so long in bondage, and the building up of large commercial, manufacturing and shipping interests. A road from some point across the river to Shoalwater bay, Gray's harbor and through the Chehalis country to Puget sound, is one of the probabilities of the future.

MANUFACTURES.

The manufacturing industries of Astoria are greater than those of any city of its size on the coast, and in its peculiar industry of canning salmon it has no rival in the world. The majority of the manufacturing interests may be said to depend upon the canneries for their existence. That is, they either manufacture for those institutions direct, or are supported by a population and trade that but for their presence would not exist. In the future, however, this will not be the case, for manufacturing enterprises will no doubt be attracted here whose product will not be at all dependent upon the local demand for a market.

The city has three saw mills doing a good business. The West Shore mills, owned by J. C. Trullinger, are working up to their full capacity of 35,000 feet per day, turning out rough and house finishing lumber. The machinery consists of two engines, a trimmer, a double circular saw, two planers, etc. The mill site covers ten acres of ground, with a water frontage of 608 feet and running back 800 feet, all built upon piling.

The Clatsop mills, owned by the Clatsop Mill Co., turn out 25,000 feet per day when working to their full capacity. They also manufacture 300,000 boxes for the salmon canneries. The Astoria Lumber Co. has a mill in the upper town with a daily capacity of 10,000 feet. Salmon boxes to the number of 100,000 are made there annually.

The product of these mills is all sold in the local market, which they are unable to keep fully supplied. Rough lumber sells for \$14 per M; rustic and flooring, \$25; and clear dressed, \$30. Logs are purchased at from \$7 to \$8.50 per M, and are brought in rafts from various points on the river, often a distance of fifty miles. Nearly all the logging for this place is done on Lewis and Clarke, Young's, Walluski, John Day, Bear, Gnat, Gray, Deep and Clatskanie rivers. There are several other mills to a degree tributary to Astoria, one at Knappton, opposite the city, cutting 70,000 feet, chiefly for export; one recently built at Skamockawa, twenty miles above, with a capacity of 60,000 feet, cutting both for export and the local trade; a new mill at Westport twenty-five miles above, cutting 35,000 feet for export. The Columbia River Lumbering Co., of New Jersey, are preparing to put 200,000 feet of logs into the water daily, at a point fifteen miles

above Astoria. They own 5,000 acres of timber land and are building two miles of railroad for logging purposes. An extensive mill will soon be erected. On the Nehalem, to the southeast, are many square miles of the choicest timber, which can only be reached by means of a railroad. The line from Forest Grove will run through the valley, and the transportation of logs to Astoria will be one of the largest items in its traffic. There are two sash and door factories, one owned by William Howe, and the other recently built by Hansen & Co., at a cost of \$10,000.

Incident to the lumber industry is the question of ship building. During the past season there were built 325 fishing boats, about two-thirds of them by William Howe. These cost \$220 each, or a total of \$71,500. The number required each year to maintain the supply will in future be from 150 to 200. There is no regular ship yard, yet a number of vessels of various kinds have been built. Within the past year the steamer *Montesano*, the tugboats *General Miles* and *A. B. Field*, and the barge *Astoria No. 1*, were constructed, and in 1881 the fine steamer *Clara Parker*. This vessel was built by H. B. Parker, its owner. She is registered at 257 tons, is 110 feet long, 24 feet beam, and 6 feet depth of hold, E. P. Parker, master. Many smaller craft of various kinds are constantly being built. The facilities for a ship yard are unsurpassed on the coast. Within easy access is the finest quality of timber, the harbor is large and deep, and material of all kinds can be readily and cheaply procured. An experienced ship-builder from Maine, who has been examining the coast, recently stated that Astoria was the best point he had seen for that business. Two machine shops do a general machine work, chiefly for the canneries, mills, and steamers. Arndt & Ferchen employ fifteen men. The Astoria Iron Works employ thirty-five men in their shops and foundry. Here are made the Jensen can-filler, an ingenious machine for canning salmon. With four men to operate it, the machine will fill fifty cans per minute, accomplishing as much as twenty-eight Chinamen working by hand. Fourteen of these are now in successful operation, and orders are received for others. One valuable feature is the regularity. It keeps the men constantly busy and practically regulates the working of the whole establishment. The following certificate has been made by F. C. Reed, manager of the Fishermen's Packing Co:

In addition to what has already been said in favor of the Can-Filling Machine, patented by Mr. Jensen, and built by the Astoria Iron Works, I can say that it is the greatest labor-saving machine that has yet been invented for packing salmon. Last Friday our machine, running at moderate speed, filled 411 cases in ten hours, and Saturday it filled 320 cases in seven hours. I am confident that it will fill 500 cases per day and do it better than can be done by hand.

The inventor has also patented an ingenious machine for knitting fishermen's nets.

La Force's oil factory manufactures an excellent quality of machine oil from the heads and entrails of salmon, procuring material from the canneries. From six to ten barrels are turned out daily.

A tannery in the upper town is owned by C. Leinenweber, and manufactures a superior quality of leather.

One of the industries of the future, as soon as the railroad is built, will be the manufacture of flour. The amount of wheat raised in Clatsop

county is small, but when the crop of the Willamette valley commences to travel over the new road to find a shipping point at Astoria, large flouring mills will naturally follow. The facilities for obtaining wheat and shipping flour will be of a superior kind.

SALMON CANNING.

It is upon the canning of the celebrated Columbia river, or Chinook, salmon, that the present prosperity and business of Astoria depends. In 1833 Nathaniel Wyeth, member of a Boston firm, came to the coast for the purpose of packing salmon and dealing in furs, but abandoned the project after two years of unsuccessful effort. About thirty years later Jotham Reed and a partner established a cannery at Oak Point, where they put up salt salmon. In 1867 William, George W. and R. D. Hume and A. S. Hapgood, built a cannery at Eagle Cliff, and packed that season 4,000 cases. The business has increased year by year until in 1881 there were put up 550,000 cases of four dozen one pound or two dozen two pound cans. In 1882 there were packed on the river 543,831 cases of an average value of \$5.25, worth in the aggregate \$2,855,112.75. There are now on the river thirty-nine canneries, twenty-four of them in Astoria, of which six were built within a year. In the city are the following: Seaside Packing Co.; Washington Packing Co.; Union Pacific Packing Co.; Cutting Packing Co.; Samuel Elmore Co.; Astoria Packing Co.; J. W. Hume; George W. Hume; John A. Devlin & Co.; I. X. L. Co.; Pacific Union Packing Co.; Occident Packing Co.; Columbia Canning Co.; West Coast Packing Co.; A. Booth & Co.; Badollet & Co.; Point Adams Packing Co.; C. Timmins & Co.; Fishermen's Packing Co.; J. O. Hanthorn & Co.; S. D. Adair; Anglo-American Packing Co.; Thomes & Wetherbee; Scandinavian Packing Co. Others on the river, all of them to a large degree tributary to Astoria, are: Aberdeen Packing Co., Ilwaco; John West, Hungry Harbor; Joseph Hume, Knappton; James Williams, Tanzy Point; J. G. Megler, Brookfield; Pillar Rock Packing Co., Pillar Rock; Ocean Canning Co., Bay View; F. M. Warren, Cathlamet; Hapgood & Co., Waterford; Eureka Packing Co., Eureka; William Hume, Eagle Cliff; J. W. & V. Cook, Clifton; James Quinn, Quinn's; A. W. Berry & Co., Rainier. There are now 1,500 boats engaged in fishing besides others laid up, costing on an average, including net, etc., \$650, or a total of \$975,000. The average cost of canneries and fittings is \$15,000 each or in all \$585,000. This gives us a grand total of \$1,560,000 invested in the factories and equipments alone. This does not represent the capital invested, as the current expenses of conducting the business amount annually to a much larger sum. Boats last from eight to ten years, but the nets are good for one season only. These are about 300 fathoms long and cost \$400, the lines and corks being worth at the end of the season about \$75. The thread of which they are composed costs \$1.10 per pound. These nets are made by the fishermen during the winter time. Attached to every cannery are extensive piers on which are racks for spreading out the nets to dry, and these may be seen on every side. When the fisherman owns his net and rents a boat he receives ninety cents for every fish, but when both are supplied by the cannery the price is but fifty cents. This varies each year ac-

cording to circumstances. The season is limited by statute from April 1 to July 31. But few fish are taken the first month, the largest run being in June. Though salmon weighing sixty pounds and even more are occasionally caught, the average weight is twenty pounds. The average catch of the largest cannery last season was 1,200 fish per boat. The fishing is generally done at the mouth of the river near the bar, the best time being at the turn of the tide. With the exception of here and there a sail nothing can be seen just before the tide comes in, but soon afterwards the white sails cover the river as the boats come home with the product of their night's fishing. Many lives are annually lost in the breakers of the bar, but the fate of their companions does not deter others from following the dangerous occupation.

As a representative we will take the cannery of M. J. Kinney (Astoria Packing Co.), the largest in the world. The establishment covers an entire block of ground, with a water frontage of 500 feet, all built upon piling. There are also seven piers for net racks, each 60x240 feet. He owns 85 boats and employs 170 fishermen and 126 hands in the cannery. The fishermen are chiefly Swedes, Norwegians, Danes and Italians, while the factory hands are nearly all Chinamen. Last season 35,000 cases were packed, but the estimated product this year is about 25,000 unless the run of fish increases. The process of canning is very interesting and more intricate than one would suppose, beginning with the manufacture of the cans and ending with the packing in cases. For making cans there are several machines in use. The tops and bottoms are cut with great rapidity by dies, and the sides by a knife cutter. The sides are then rolled, six at a time, on a machine somewhat resembling a clothes wringer. They are then taken to the men who solder the seam, and from them to Chinese boys who put on the bottoms with great dexterity and rapidity. A little piece of solder, called a "float," is dropped in the can and a hot iron is run around the inside, melting it and fastening on the bottom. At Kinney's there is also in use a soldering furnace and rimmer for fastening bottoms, similar to the one used for the covers, described later. The cans are now ready for use, after being carefully examined to see that they are perfect, and we now go to the point where the canning work begins.

The boats discharge their loads of salmon on the dock, the fish being piled up near the butcher. A stalwart Chinaman then lays about a dozen on the table in front of him and speedily severs the head, tail and fins from the body, opens the fish and removes the entrails, each act being accomplished by a single dextrous stroke of the knife. The refuse falls through a chute into a receptacle, from which it goes to the oil factory. This man can thus dispose of from 1,500 to 2,000 per day. The fish is then dropped into a tank of water, from which it is taken by another man who removes the scales and further cleans the salmon. It then goes into another tank, through the hands of a second cleaner and into a third tank of water. They are taken from there to the gang slicer, a machine that with one stroke cuts a whole fish into lengths just the height of a can. The chunks are then taken to a number of choppers who slice them lengthwise into several smaller pieces, when they are carried on trays to the fillers. These press the pieces into the cans, filling them as compactly as possible. A Chinaman will fill

1,000 cans in a day. The filled cans are then taken to the washing machine, where they are rapidly revolved under a spray of warm water, being rubbed with a sponge at the same time, and are afterwards dried with pieces of old netting.

They then pass through the hands of boys who set the tops on, and are taken to the crimper and soldering furnace. In this machine the edge of the cover is crimped, and the cans then roll across a brick furnace, the ends passing through a trough of melted solder, and continue down a wire tramway to the hands of the testers. The capacity of this machine and furnace is from 20,000 to 22,000 per day. The cans are then tested for imperfections by examination and by immersion in hot water, and all not air tight are taken to the solderers. They are then immersed for an hour and twenty minutes in a cauldron of boiling water, after which they are again tested by being tapped on top with a small wooden mallet, imperfection being indicated by the sound. The good ones are then punctured to let the hot air escape and are immediately sealed up again. Being now placed on little iron cars they are rolled on a track into an iron retort, and are cooked by steam for an hour and fifteen minutes. From the retort they are plunged into a vat of hot lye to remove every particle of grease, and are then immersed in a tank of cold water until perfectly cool. They again pass through the hands of two testers, who tap them on the cover with a large steel nail, their trained ears catching the least inequality of sound. When passed by these experts as good, they are put upon frames and lowered into a bath of lacquer, composed generally of varnish and turpentine, and are then raised and left suspended over the vat to drip. Any excess of the lacquer that collects on the lower edge in dripping is removed with a brush, and the cans, having now a saffron tint, are taken to a group of little girls, who speedily and neatly place upon them the proper labels, handling from 2,000 to 4,000 each, per day. Nothing now remains to be done but to pack them in cases for shipment. This establishment puts up three sizes of cans, one pound tall, one pound flat, (for the English market), and two pounds nominal. Two labels are used, "Kinney's Salmon" and "Astoria Packing Co." The systematic thoroughness that marks every detail of the work renders it all most impossible for an imperfect can to leave the house, a fact that has given Kinney's product an enviable reputation among dealers.

SUMMER RESORTS.

Astoria itself and the beach on the neighboring coasts, are visited annually by thousands who come to enjoy the health-giving air of the sea and bathe in the surf. The Seaside House, on Clatsop beach, fifteen miles south of the city, has been erected and fitted up at a cost of \$75,000, including grounds, hotel, cottages, bathing facilities, etc. The Cloutrie House that formerly stood a mile below, has been moved up to this spot and is run in connection with the other. Hunting and fishing abounds in the vicinity, and the pleasure of boating on a fine fresh water stream is open to visitors. The Grimes House stands near by and is well patronized. This beach is the favorite resort, and is reached by steamer from Astoria to Skipanon Landing and conveyance to the hotel. Captain Flavel is now building a hotel and other accommodations for visitors at a point on the

beach near Skipanon. Ilwaco, on Baker's bay, is a favorite resort, where are a number of cottages that are occupied every summer, as well as camping grounds where many tents are erected during the season. At Stout's, above Cape Disappointment, are a hotel, cottages and camping grounds. Many go to Oysterville and other points on Shoalwater bay. For all these places Astoria is the general rendezvous. Young's river falls attract many visitors every year. They lie a few miles up Young's river and in their graceful plunge of seventy feet present a picture that will amply repay the beholder for the trouble of seeking it.

Steamers run to all these places and ply on the river, so that passengers find ample transportation facilities. Every three days the O. R. & N. Co.'s large ocean steamers arrive from Portland and San Francisco. The company runs a regular mail and passenger boat daily, except Sunday, between Astoria and Portland, and the elegant steamer *Wide West* makes the round trip every day, except Wednesday. The *Fleetwood* makes three trips a week, and independent freight boats are passing up and down the river continually. The *Ona* runs to Tillamook and Yaquina bay from Portland, stopping at this city. From Astoria steamers run to all the surrounding points. The *Daisy* makes three trips a week to Lewis and Clarke river and Young's river. The *General Custer* goes to Deer river and Gray's river once a week, and the *Coyote* to the same points irregularly. The *Lillian* makes daily trips to Knappton and goes frequently to John Day and Deer rivers. The *Sam* makes a daily trip to Skipanon and return. Either the *General Miles* or *General Canby* makes a daily round trip to Fort Stevens, Fort Canby and Ilwaco. The *General Miles* goes to Gray's harbor or Tillamook about once in two weeks, and the *A. B. Field* makes occasional visits to Tillamook. The steam schooner *Kate and Anna* makes irregular trips to Gray's harbor, Tillamook and Yaquina bay. The steamer *Clara Parker* runs independently to any and all points on the river. With these vessels, the ocean ships, and the 1,500 fishing boats, one-half of which can always be seen on the water, the harbor presents a busy appearance at all times of day.

CLATSOP COUNTY.

The county of Clatsop, in which Astoria is situated, occupies the extreme northwest corner of Oregon and has an area of 1,400 square miles. Its leading resources are the fisheries, agriculture, timber, coal, and probably iron. The surface of the country is chiefly mountainous, but many streams flow through, along which are large areas of fine agricultural land. Even back from the streams, almost everywhere, the soil is excellent and well adapted for cultivation when the ground has been cleared of its dense growth of timber. Clatsop plains, a strip of fine land lying along the sea shore which has been settled for thirty-five years, is the largest body of agricultural land in the county. The soil is light and sandy and produces vegetables, grain, and small fruits in abundance. But little wheat is raised, oats and barley being the principal cereals. Hay is the chief crop, and dairying the leading feature of the farming business. Two cheese factories on the plains make an article that is celebrated in the market for its excellent quality. Butter is produced in great quantity and of fine quality. The

soil is well adapted to hop culture, though that industry is not yet carried on here. The same is generally true of the ranches on Nehalem, Lewis and Clarke, Young's, Walluski and other rivers in the county. The Nehalem valley is especially a fine grain region. On these streams and in the mountains are large areas of vacant land, covered with timber, still open to settlement. It requires persistent effort and hard work to clear them and reduce the land to cultivation, but when this is accomplished the settler has a fine and productive home. Work can always be found by an industrious man to aid in the support of himself and family while he is clearing his land and securing title to a homestead. For vegetables, hay and small fruits there is a sure market at high prices.

From end to end the county is covered with a dense growth of magnificent timber, and hundreds of men make money by logging into the streams from the claims of settlers and selling the logs to mill men at Astoria. Much charcoal and cord wood are also taken from the claims. The timber of which there is the greatest abundance is the Douglas fir, generally known as Oregon pine, some varieties of it making finer ship building material than eastern oak. The other valuable woods are tide land spruce, used for boxes, ship lining, boat building and house finishing, hemlock, cedar, larch, alder and maple. In the Nehalem valley is the largest body of the most desirable timber, and here are offered great inducements for settlers to locate and enjoy the benefits of the railroad soon to be built through that section of the county.

Coal of a superior quality has been discovered in the southern portion of the county, and it is probable that this whole region is underlaid with seams of that valuable material. In case no desirable coal is discovered near the line of the road, a branch line will undoubtedly be constructed to tap the beds in this locality. Iron ore has been found in several places to the east and it probably exists in Clatsop county as well.

North of the river, in Pacific county, the agricultural and timber resources are similar to those of Clatsop, while the fish and oyster interests of Shoalwater bay are extremely valuable.

In conclusion, we will say to him who has capital to invest, or who is possessed of sufficient industry, pluck and energy, Astoria and the surrounding country offer splendid inducements. The industrious mechanic, the energetic farmer, the enterprising business man or manufacturer will find here a field for labor; but the drone who is too lazy to work or the man who expects money to make itself, will find little here to attract him, and for that matter any where else.

A machine has been patented for working the fine gold on the sand bars of Snake river. It is built something like a cabinet, with a wide hopper on top, into which the gravel and sand are shoveled. The coarse sand works off while the finer material keeps going down a succession of planes, underlaid with silver sheeting covered with quicksilver. By the time it reaches the bottom nothing is left but black sand and gold, and as there is no force to carry the gold from the machine it is certain to be caught by the quicksilver. If the machine will do what is claimed for it, there is a wide field open for its use.

MANUFACTURES.

A beet sugar factory is talked of at New Tacoma.

A grist mill is being erected at Waverly, Spokane county, W. T.

A woolen mill, to cost \$60,000, will probably soon be erected in Salem, Oregon.

A new lime kiln at Orting, W. T., will put on the market 4,500 barrels of lime per month.

Watson & Luhr are building a steam flouring mill at Pendleton, Oregon, 40x60 feet and two stories high.

The question of a mill to manufacture paper from wood pulp is being agitated on Puget sound. There is a wide field for such an industry.

The Albany Woolen Mills Company has been incorporated, with a capital stock of \$50,000, to build woolen mills at Albany, Oregon. The enterprise is in the hands of the business men of that city.

A match factory has been established in Seattle by N. P. Duffy. It has a capacity of 3,000,000 matches per day, and will soon be able to supply the whole trade of Oregon and Washington.

Brick are still in great demand everywhere. Not enough can be obtained to put up the buildings already started. Recently 25,000 were taken to Seattle from San Francisco, and other lots from British Columbia.

The Puget Sound Iron Co. of Irondale, W. T., are considering the question of erecting extensive rolling mills to cost \$750,000. The iron ore from their mine on Texada island is pronounced equal to any in America.

Clarke, Thompson & Gowanlock have established a foundry and machine shop at the corner of N and Thirteenth streets, Portland. Their works cover an area of 50x200 feet, and give employment to about fifty men.

LUMBER.

Bolen & Ball are erecting a steam saw mill near La Center, Clarke county, W. T.

A large sash and door factory, 50x110 feet, is being erected at Port Townsend, W. T.

A mill with a daily capacity of 10,000 feet has been erected near Mead station, ten miles from Deer Lodge, Montana.

Sash and door machinery has been added to the mill at Whatcom, W. T. A stock dividend was recently declared by the company.

G. C. Phinney's new mill on Lake Washington, Seattle, has commenced operations. It has an average capacity of 12,000 feet per day.

The Sylva mill, Chehalis county, W. T., has begun cutting. Its full capacity is 10,000 feet. A planing machine will soon be added.

The Montana Lumber Co. has erected a mill in Missoula, Montana, for finishing lumber and making sash, doors, blinds and wooden ware.

Walla Walla is receiving additions to her industries. A furniture factory and a wood and iron working shop for turning out certain agricultural implements are being erected.

The Columbia River Lumber Co., with a capital stock of \$1,500,000, are erecting a mill in Clatsop county that will cut 200,000 feet of lumber daily. A logging railroad has been commenced.

Brady & Co. are building a saw mill 40x120 feet, with a wharf 150x300 feet, in this city. Church & Delay's mill, on the Vancouver road, has commenced work. The capacity is about 20,000 feet per day.

The Basin Flume and Lumber Co. has been incorporated in Montana, with a capital stock of \$96,000. A flume thirteen miles long has been built to bring cord wood and lumber to the reduction works near Butte City.

The Townsend Iron Company has been incorporated at Port Townsend, with a capital stock of \$20,000, to manufacture machinery, build and repair vessels, and do iron work generally. The works will soon be in full blast.

Foreign shipments from Puget sound during the month of May were eight cargoes, aggregating 4,158,000 feet of rough and 867,000 feet of dressed and surfaced lumber, 407,000 laths, 347,000 shingles and 13,645 pickets. During April and May Burrard inlet shipped seven cargoes, containing 3,411,000 feet of rough and 598,000 feet of dressed lumber, 882,000 laths, 72,200 pickets and 64 spars.

In the vicinity of Dayton, W. T. there are twenty-three saw mills, with a total cut of 200,000 feet per day. Lumber is worth \$15 per thousand at the mills and has to be hauled to the railroad at an expense of several dollars per thousand. There are also 100 teams engaged in hauling cord wood to market. A new mill with a capacity of 30,000 feet is being erected on the Middle Touchet. The proprietors hold 1,300 acres of good timber land.

IMPORTANT TIMBER LAND DECISION.

WASHINGTON, May 9.—Secretary Teller rendered a decision to-day, in which he holds that the act of June 30, 1878, which permits the sale at the minimum price of \$2.50 per acre of lands valued principally for their timber and unfit for cultivation, does not apply to timber lands which may be rendered susceptible to cultivation by ordinary farming processes. Such lands, the secretary says, are not within the purpose of this act. It is the intention to embrace within its provisions timbered tracks only on broken or rugged mountainous districts, with soil unfit for ordinary agricultural purposes, when cleared of timber.

The flourishing condition of the lumber interests on Puget sound was given a few days since in the following dispatch from New Tacoma:

"The lumbering business continues exceedingly active, and at Tacoma mill there are now eight vessels loading, a number there never before reached, and the mill is cutting 190,000 feet of lumber daily. The two mills at Port Gamble recently cut 254,000 feet in a single day. The one mill at Port Blakely cut in one day last week 227,000 feet, which is the biggest cut in any one mill on the coast during a single day. At the same time fourteen vessels were in Blakely harbor, awaiting cargoes of lumber. Seven mills in this city are kept busy supplying the home demand, and three new mills are building to aid them in that work."

The immense amount of agricultural implements imported into this country from eastern states is something phenomenal. It seems as though their manufacture would pay here. Vessels discharge thousands of tons of plows, threshing machines, fanning mills, hoes, rakes, pitchforks, churns, etc., stowed away in New York and Philadelphia and carried around the Horn. We are doubly impressed with this fact on being told that there is a company now organizing who propose to cut Oregon fir and send it to Ohio factories to make up wood fittings for agricultural

implements. The fact that good second growth oak and hickory are becoming scarce impels them to this, and eastern manufacturers have demonstrated by experiment that Oregon fir will make excellent fittings for implements of farm use. If it pays to carry Oregon fir from the Columbia, it will surely pay when this country fills up, to make the castings, the steel and iron works here, and thus make the entire machinery on the Columbia.

—Astorian.

The saw mill and timber interests of British Columbia are thus briefly set forth by an exchange:

"The saw mills in operation in British Columbia are mostly situated at Burrard's inlet. Two large companies, named the Moodie Saw Mill Co., and the Hastings Saw Mill Co., manufacture millions of feet of lumber for shipment to Australia and South America, and some other saw mills are in operation. The logging camps have mostly cut the timber for the mills along the salt water. Large quantities of this timber, called *Pinus Douglasii*, cover the mountain sides, but, of course, the expenses of supplying the mills with logs will increase when logging roads have to be made to get the timber out to the sea board. The timber at a little distance back from the coast is the best. The cedar found along the river bottoms back from the shore line is very good; it is mostly red cedar, and excellent for shingles and fencing. As we travel north the pine disappears, and is replaced by the white spruce and white cedar. Above the parallel of 52° north latitude the pine almost completely disappears, and the spruce is abundant. This is a very large tree, and in a good situation straight and without knots, makes tough, light lumber, and works well for house use under the plane. Above the parallel of 53°, the white cedar abounds. This is a splendid wood, tough and close in the grain, and works well under the plane. It is said that the *Teredo Navalis* will not bore in it. It is thought, therefore, a most useful timber for wharf piles. For ship building it has been decided by ship builders to be an excellent wood, and in lasting qualities it equals the best oak. The beautiful arbutus tree grows on the south end of Vancouver's island and on the islands in the Gulf of Georgia. Hemlock everywhere abounds, some of large size; this is a coarse timber, and makes rough lumber, but its bark is the best known in British Columbia for tanning purposes."

Extensive coal fields have been discovered near Horseshoe Bend, Idaho.

On Painted Robe creek, forty miles from Billings, in the Musselshell country, an excellent quality of coal has been discovered and a number of claims located. The Benton branch road from Billings will pass through this region.

The Chinese seem to have a monopoly of mining on the bars of the upper Columbia. Near the Okinagan there are some 400 of them, and as many more at points above. They meet with better success in saving fine gold than white miners.

The Northern Pacific and half a dozen private firms are actively at work opening up the immense veins of true bituminous coal that cover an extensive area in the vicinity of Bozeman and Livingston. The scarcity of wood in Eastern Montana will encourage a rapid development of this industry, which will no doubt attain large proportions ere many years.



WESTERN OREGON.

The First National Bank of Salem has commenced business. The business men are endeavoring to secure a woolen mill in the city.

Albany is showing commendable enterprise in its efforts to establish a woolen mill. A national bank was recently opened, and other business projects are under consideration.

At Oregon City they are feeling quite happy over the assurances of Mr. Villard that the splendid water power at that place will be utilized in the near future by extensive manufacturing enterprises. Clackamas county offers great inducements to settlers. In the foothills of the Cascade mountains, says the *Enterprise*:

There are yet thousands of acres of good government or railroad lands open for settlement, or purchase at reasonable figures. Hundreds of sections of such lands are in close proximity to schools, churches, post offices and stores, and are within one day's drive of either Oregon City or Portland. By living on such places the settler would have an almost unlimited stock range and his fencing might altogether be confined to the land he wished to cultivate. The soil in the foot hills is of the richest kind, well watered and no lack of timber, and no healthier climate exists in the United States.

COLUMBIA COUNTY has an area of 680 square miles and a population of 2,500. It has a water frontage of ten miles on Willamette slough and fifty on the Columbia. Its chief resources are coal, iron and timber, though there is much good agricultural land untitled. The bottom lands along the rivers are subject to overflow in June, and when the water recedes a luxurious growth of grass springs up, making splendid pasturage and hay. The dairy business is quite extensively carried on in these favored localities. Comparatively little farming is done along the river, the lumbering business absorbing the attention of the people. Every stream of any size has been cleared of obstructions, so that logs can be run down them in high water season. Logs are also hauled to the bottom lands and when they are floated by the freshets are made up into rafts and towed to the mills on the river, to Portland, and even to Astoria. On Scappoose creek is the Richland mill, whose product is hauled to Gosa's Landing for shipment. At St. Helens, the county seat, is the mill of Muckle Brothers. It is the largest in the county, has a capacity of 40,000 feet per day, and runs constantly. The proprietors, James and Charles Muckle, are enterprising business men and reside at St. Helens. They have recently filled a contract for 20,000,000 feet of ties and bridge timber for the railroad. They supply the local market and also make direct shipments to Hongkong, Australia, and California. The mills were built fifteen years ago and have been under the present management eight years. Connected with them are 4,000 acres of fine timber land. Muckle Bros. also have a large

store and carry a heavy stock of goods, two warehouses being used besides the salesroom. They also own the steamer *Latona*, which is used for the mill and business generally. Quarries are in the vicinity where paving stones are taken out. At Columbia City, two miles below St. Helens, is another saw mill. In the country tributary to this place are extensive bodies of excellent iron ore and large coal deposits, both of which will no doubt be utilized at no distant day. Enterprise, ten miles further down the Columbia, is the shipping point for a saw mill situated several miles back from the river. Many fine farms are located in the vicinity. At Rainier is a mill cutting 25,000 feet per day. There are also a small ship yard, a barrel factory and the cannery of A. W. Berry & Co., where salmon, smelt, salmon trout and caviar are prepared for market. In Beaver valley there are two mills, and much lumber, shingles, cordwood and charcoal are sent out and shipped at Cedar Landing. There is a large settlement in the valley and plenty of room for others. Near Bradbury, twelve miles below Rainier, there is some good land along the river. Logging is the principal business. In the Clatskanie valley and in the vicinity of Marshland and Woods' Landing is the best farming land in the county. A large mill will soon be put up in the valley. Across the mountains from Woods' Landing to Riverside, in Nehalem valley, it is fifteen miles. Near this point there is a saw mill. Up the valley twelve miles is the town of Pittsburg, having both a saw and grist mill. In the valley is much good land open to settlement, enough to give homes to 5,000 people. The water power is excellent, large coal deposits have been discovered and splendid timber covers both the valley and the surrounding mountains. The proposed railroad from Forest Grove to Astoria will pass through the valley and thus bring it into free communication with the remainder of the state. The resources of Columbia county are almost entirely undeveloped, and great inducements are offered to settlers who can utilize them. The railroad from Portland to Kalama runs along or near the Columbia and passes through Columbia City. This will also be a great factor in developing the county.

LANE COUNTY is one of the largest and most productive in the state of Oregon. All the upper part of this grand valley of the Willamette—a valley unsurpassed in the world for the salubrity of its climate, the fertility of its soil and the beauty of its scenery—lies in Lane county. The valley is composed mainly of level or slightly rolling, fertile prairie, bordered next to the mountains with low foot hills, covered with grass and scattering oak, pine, fir, maple, alder and other varieties of timber. Each river and creek flowing through the valley is fringed with a narrow strip of timber, consisting of fir, maple, balm, ash, alder, cedar, etc. The mountain ranges on the south, west and east are heavily timbered with forests of fir, pine, cedar, hemlock, spruce and other varieties of giant growth. Besides the valley land, which never fails to produce abundant crops of wheat, oats, barley, rye, and other cereals, as well as vegetables and fruits of nearly every variety, there is a good deal of splendid farming land along the rivers and smaller water courses in the mountains, and in the foot hills are many thousands of acres of valuable land belonging to the government or the railroad. The scenery, viewed from almost any point in the valley, is grand and beautiful. On the east, is seen the blue range of Cascade mountains, with their snow-

covered summits looming up in the distance in summer and winter alike; on the south, the Calapooya mountains, their foot hills covered with oak and their summits with evergreen; and on the west the heavily timbered Coast mountains. The valley is green with verdure during the winter, while the mountains are covered with snow almost to their base. Lane county has an area of 2,500,000 acres, of which about one-fourth is level prairie and three-fourths timber and mountain land. About 1,500,000 acres are surveyed, and 1,000,000 acres, in the timber and mountains, are unsurveyed. Only 370,000 acres are now settled by a population of 12,000 or 13,000. Land can be purchased in the hills and in the little valleys in the mountains at \$1.25 to \$2.50 and \$5 per acre, and choice improved farming land in the valley at ten, twenty, thirty and, near town, at forty and fifty dollars per acre, according to location and the value of improvements.

The opportunities for farming, stock raising, lumbering and manufacturing are great. Ten times the present population would not settle the county as thickly as many parts of the country along the Atlantic coast and in the Mississippi valley. Splendid water power for manufacturing exists along nearly all the streams. The gross valuation of property in 1882 was \$5,234,984. In addition to the staple crops of wheat, oats, potatoes, vegetables, etc., of which the yield is large every year, Lane county produced and sold, in 1882 about \$100,000 worth of hops. It is now the leading hop-growing county in the state.

Eugene City, the county seat, is one of the most important towns on the line of the Oregon and California road and has a population of over 1,500. It contains the state university, court house, a large public school, five churches, two newspapers, a flouring mill, wool carding and spinning mill, two sash and door factories, iron foundry, furniture factory, tannery, and many substantial business houses and neat residences. The other principal towns are Junction, Springfield, Cottage Grove, Cresswell, Coburg and Florence.

SOUTHERN OREGON.

It has been the general opinion that Klamath county was unfit for grain growing, but this seems to have been erroneous. At Fort Klamath all the grain needed for the post is being raised this year. On Little Klamath lake is a field of 300 acres of three kinds of grain, growing splendidly, and near Linkville and on Klamath lake are several small fields, all doing well.

The Oregon Southern Improvement Company has been incorporated with a capital stock of \$4,000,000, "to purchase, improve, lease, mortgage and dispose of land, town and city lots, etc., to build, equip and maintain one or more lines of railroad and telegraph lines from the waters of Coos bay, via Roseburg, to the eastern boundary of the state, and to build and run steamships between Coos bay and all points between San Francisco and Sitka." This means the development of Coos county, and the transformation of Roseburg into a railroad center of considerable importance. When the Oregon and California road was extended and all the transfer business was lost, the town retrograded somewhat, though not as much as was predicted. The Oregon and California road has decided to make Roseburg

the end of a division, and the necessary round house, shops, etc., will be quite an addition to the town. The new road, too, will give it a prosperity far exceeding anything enjoyed in the past. Through it all the San Francisco trade of Southern Oregon will pass, as well as lumber and coal from Coos bay to the Willamette. The great counties of Douglas and Coos to be opened up by this road to the coast, are unsurpassed in Oregon for the richness of their natural resources. Gold, timber, coal, fish, and agricultural soil of great richness, combine to assure a future of prosperous industry. The coal and timber of Coos bay have long been on the San Francisco market, where the mines and mills are owned. The celebrated Port Orford cedar grows all through that region in abundance, and fine varieties of timber adapted to the manufacture of furniture are found in great quantities. Coal underlies a vast belt of country and the road will afford facilities for opening new veins at convenient points. As a sheep and dairy country the southern counties are very superior. From the Umpqua valley comes the best wool of Oregon. Small fruits are raised here in abundance and shipped to the Portland market, and larger fruits also grow to perfection. This is a business that will grow wonderfully in the next few years. As to the valuable land now available for settlement in Douglas county, the *Independent* says:

A large portion of the vast territory embraced within this county remains unsettled and unsurveyed, and nearly all of it will be valuable, either for timber, agriculture or grazing. East of Roseburg is a vast section of country as yet undeveloped, and we might add, unexplored, as but little is known of it. The Smith river country, lying north and west of Drain station, is perhaps the best part of the unsettled portion of the county. The river heads in the mountains, some fifteen miles due north of the town of Drain, and flows nearly due west and empties into the bay or inlet at the mouth of the Umpqua, two miles below the town of Scottsburg. The east fork for some five or six miles above its junction flows through a beautiful, level plain, from one-half to two miles wide on either side of the stream, with small fir timber near the banks, showing that the country has once been a burn. The land close to the banks of the stream is higher than back near the hills, where numerous prairies of swamp grass, with scarce any timber, abounds, some of them containing from fifty to one hundred acres in a place, which need nothing but a drain to the river to make them first-class farming lands. From the forks down to tide water, a distance of eighteen or twenty miles, the bottoms on each side are similar, save that the growth of timber is larger. Considerable logging has been done on the lower part of the stream. The foothills, or bench land next to the bottoms, are covered for nearly the entire length of the river, with a heavy growth of large fir timber of the best quality. The drifts have been cleared out so that saw logs can be floated the entire length of the stream. There are numerous small streams flowing from the mountains on either side of the river, with bottoms in many places sufficiently wide to make good farms. Within the last year a number of persons have settled on the east fork of this river, and are about to commence building a wagon road from Drain across the mountain to their settlement, which will in time be extended down the river to tide water. Application has been made to the United States authorities for a survey of this country, which we hope will be made during the present season, as it will attract persons in search of homes to this section and add material wealth to our country.

One of the latent resources of Rogue river is iron. Experts are now testing the ore in the interests of the Oswego Iron Co., and if it is found of the proper quality a new industry will probably spring up in Jackson county.

EASTERN OREGON.

A new town called Adams has been laid off in Umatilla county, on Wild Horse creek on the edge of the reservation. Much building has already been done. The plat embraces sixty-five acres.

Castle Rock is the name of a new town on the railroad above Alkali. A road has recently been opened to that point from Heppner, and it will be the shipping point of large quantities of wool and other products of the interior, as well as a supply point for a large section of agricultural land now rapidly settling up.

The Cold Spring country is a fertile section of Umatilla county now coming into prominence. It embraces four townships lying north of Pendleton and west of Centerville and Weston. There is much vacant government land still unclaimed, though older settlers are endeavoring to "smuggle" a great deal of it. Every alternate section is railroad land, and this can be purchased at the regular price. There is an abundant supply of water in the canyons the year round. The roads are good, and grain can be hauled cheaply to the railroad or to the Columbia. Helix, the new town in that region, is rapidly becoming a business place.

The town of Huntington has been laid out in Baker county, on Burnt river, about two miles above its mouth. This is a point known for years as Miller's Stage Station, and was selected as a town site because it was the nearest point to Snake river where there was level ground enough to give the necessary room for the junction of the O. R. & N. Co. with the Oregon Short Line. This place has not been announced as the point of union, but the character of the country seems to render it the only suitable spot. That Huntington, or whatever point is chosen as the place of junction, will become a town of importance can not be doubted. It will possess large round houses and shops, and will of necessity enjoy a large trade with the surrounding country. The country immediately surrounding it is undulating and not as a rule suited to farming, but is peculiarly adapted to stock raising, being well watered the year round, and covered everywhere with luxuriant bunch grass. Winters are mild, and snow seldom falls more than six inches deep and never lies long enough to do any harm. The Willow creek and Malheur valleys are about twenty miles southwest from here and are rapidly settling up. This will be the natural outlet for their products and the place where they will receive their supplies. It is also the nearest point on the road to Washington mining district in Idaho, which is now attracting the attention of capitalists from all parts of the country, while only nine miles away (in Oregon) is located the Bay Horse silver mine, believed to be one of the best properties of the kind on the coast. It is now in the hands of a Salt Lake company, who will soon erect machinery for working the ore. Coal has been discovered in small quantities a few miles south, and though never prospected to any extent, it is thought that coal can be found in paying quantities with light expense.

Harney valley is the largest body of agricultural land in Grant county. It lies 240 miles southeast of The Dalles, from whence it draws its supplies, paying four and one-half cents per pound for freight. About three-fourths of the entire valley

is swampy in character, and two lakes, Malheur and Harney, lie in the southern part. Sylvia's river, a stream of no mean proportions, puts into the valley in the northwest corner, and flows southward to Harney lake, and is the southwest boundary of the Malheur reservation, which has but recently been restored to the public domain. The swamp land referred to produces excellent hay in unlimited quantities, while the mountain ranges surrounding the valley are covered with a thick growth of bunch grass, recognized by all stockmen to be the finest of wild grasses for stock. Numerous small streams put into the valley from all sides, affording abundant water for irrigating purposes where needed. In the northern part of the valley the bottom lands along the creeks is a rich, black loam covered with sod, while on the higher ground the same soil with a liberal sprinkling of sand is found. A heavy growth of wild rye and rank sagebrush is found on this, and the soil has the appearance of being able to produce anything with proper care. No attempts at farming have yet been made in the surveyed portion of the valley. The climate is much the same as that of valleys in Northern California. The most serious drawback the country now has to contend with is the misrepresentations of its climate by parties having large stock interests in the vicinity, as these are desirous of keeping out settlers, that they may reap all the advantages of the magnificent range. Every suggestion in regard to raising grain or other crops has been met with such a storm of ridicule from those interested in discouraging such industries that no attempt at cultivation has been made. When it is considered that there are now in the Harney valley and adjacent mountains about 150,000 head of cattle, and that the range is of such extent that it is able to furnish feed for this vast number of cattle for years to come, it is easy to see why the cattle men are anxious to prevent the settlement of the country. The mountains to the north and northwest of Harney valley are covered with a dense growth of pine, juniper, mahogany and other woods, but on the south and west the timber is very scattering, and what little there is consists of scrubby juniper and mahogany, with a few stunted pines. The timber on the north, however, is of good quality and makes excellent lumber, posts, rails, etc. The population is estimated by those best calculated to know at about 300, and is increasing rapidly. The principal settlement is in the northwest corner of the valley, where the thriving little town of Egan is situated. This place is but a year old and was named after the Pah Ute chief who raided this region in 1878. All danger from Indians now can be said to be safely passed and Indian wars for this country are over. Eighteen miles to the east is the settlement in the vicinity of old Camp Harney, now abandoned as a military post. There is but little grain in Harney valley, and this is worth six to seven cents per pound. Rough lumber is worth \$20 per M at the mill, and the cost of hauling it is \$20 per M. The latter figure is higher than there is any necessity for, as it could be hauled for less with a very good margin for profit. An effort is being made by land grabbers to make the entire valley a swamp land district, and this will tend to discourage immigration to a considerable extent. The line of the Willamette Valley and Cascade Military Wagon Road Company passes through the valley, and while there is no doubt that this corporation has no right to claim any of the land formerly included in the Malheur reservation, it is certain that they will attempt to do so, and this will likewise have its influence in discouraging settlement. Despite this, Harney valley in a few years will be one of the most fertile and thriving districts of Oregon.

TRANSPORTATION.

Boats now run daily between New Tacoma and Victoria, to accommodate the increasing travel.

The finest steamer on the upper waters is the *R. P. Rithet*, a new boat of the C. P. N. Co. running on the Fraser river route from Victoria.

Haggin & Tevis have begun the construction of a line from the Anaconda mine near Butte City to their smelter, with a possible extension to Blackfoot.

A steamer called the *Idaho* has been built at Montesano, W. T., to navigate Chehalis and Black rivers. She is sixty feet long and draws only twelve inches of water.

Through travel on the Northern Pacific, including stages across the unfinished gap, was inaugurated in May. The length of the stage route will gradually decrease as work progresses on the road.

Fifty miles of the branch road from Billings to Fort Benton have been placed under contract to be completed the coming fall. It is expected that the line will be extended to Benton next year.

A branch line from Missoula up the Bitter Root valley is contemplated by the Northern Pacific, opening up one of the best agricultural sections of Western Montana and a region rich in minerals and timber.

The contemplated branch of the Utah and Northern road to the National Park will run up Ruby river to Virginia City, cross the divide to Madison river and continue up that stream to Fire Hole basin. It is expected that work will be commenced upon it before long.

The monster iron ferry boat to be used in transporting trains across the Columbia, between Kalama and Lenore, has been shipped in sections and is now on the way by ocean. It has a capacity of thirty cars and is excelled in size only by the *Solaro*, used by the Central Pacific at Benicia.

Agents of Boston capitalists have examined the country between Roseburg and Coos bay with respect to its coal and timber resources and the feasibility of a railroad, and have returned with a favorable report. The prospects for a road from Roseburg to the coast are brighter than ever before.

The bridge across the Willamette will be 1,186 feet long, exclusive of approaches. The draw span will be 394 feet in length with a pivotal pier in the center. East of this will be a span of 264 feet, while west will be two more of the same length. The bridge is to be of the most substantial kind, and will have a double track.

Work has at last been commenced upon the Cascades division of the Northern Pacific, connecting Eastern and Western Washington. A party has taken the field near Yakima City with instructions to push westward across the mountains, and another will work westward from the main line towards Yakima. It is expected that 1,000 men will soon be distributed along the route.

The signs that the Northern Pacific will be completed by the first of September still continue favorable. The eastern line reached Helena two weeks ago, and the track on the west has just been finished to Missoula. At a low average of one mile per day on each end, the 126 miles yet

to be laid will all be down before September. The road bed is all graded and the bridge work so far progressed as to be ready for the track as fast as it approaches. To provide for the possibility of a delay in the completion of the Mullan tunnel, a temporary track is being laid over the summit on a grade of 212 feet to the mile.

In order to connect Boise City with the great railway system of the west, the business men of that place consider necessary a line from the city to the proposed junction of the Oregon Short Line with the O. R. & N. Co. on Burnt river. They have incorporated the Idaho, Utah and Oregon R. R. Co. with a capital stock of \$5,000,000 to construct the following railroad and telegraph lines: From Boise City, in Ada county, Idaho, in a west and northerly direction to a point on Burnt river, in Baker county, Oregon, with a branch from some point in Ada county to Horse-shoe Bend, on the Payette river in Boise county, Idaho; and from Boise City in an easterly direction to Atlanta, in Alturas county, Idaho, with a branch line to Idaho City, in Boise county; and from Boise City, in a southeasterly direction, to Ogden, Utah. The success of this project, or the more important part of it, would add materially to the prosperity of Boise and the country tributary to that city.

The bill which recently passed the Provincial Legislature of British Columbia subsidising the Columbia and Kootenai Railway and Transportation Company, granted it the right to build, equip and maintain a continuous line of railway from the outlet of Kootenai lake, through the Selkirk range of mountains, to a point on the Columbia river as near as practicable to the junction of the Kootenai with the Columbia river in British Columbia; also a line of steamers suitable for passenger and freight traffic, and other vessels, upon the Columbia river to and from the point on the Columbia river where the Columbia and Kootenai railway from Kootenai lake terminates, to that point on the west bank of the Columbia river where the Canadian Pacific railway shall strike the said river and cross the same near the Eagle pass. In consideration of the undertaking assumed by the company the government of British Columbia grants to it all alternate sections of land on each side of the route, or routes, proposed to be navigated by the company's steamers and over which the railway shall pass, provided the aggregate amount of the grant shall not exceed 750,000 acres. The company has a capital stock of \$5,000,000, and its incorporators own valuable mining interests in the region they are seeking to develop. We have previously called attention to the agricultural and mineral wealth of the Kootenai and this scheme for opening up that region. There are splendid opportunities for enterprising men.

Why ship-building is not carried on more extensively on Puget sound it is difficult to explain. Apparently it is due to nothing but a lack of enterprise, a failure of ship-builders to realize the great advantages offered there for work of that kind. We will not be surprised at any time when we hear that a large ship-yard has been established at some point on the Sound. On this subject the *Seattle Post-Intelligencer* says:

"More than a dozen new steamboats will be built at this point this year. Five have already been launched and six are now on the stocks.

This is better than ever was done before, but it is still within the demand, to supply which eastern ship-yards have been called upon, while boats are constantly being sent here from Oregon and California. A considerable number of schooners, barkentines and barks have been built on Puget sound during the past few years, and two fine large ships. These show what can be done, and would be worth boasting of were not a greater number of like vessels built during the same period of time at the less advantageously located port of San Francisco.

"A ship-yard here has the pick of its lumber from the yard or the mill, or, what is better, can go to the logs in the boom and have cut the dimensions wanted. Better sticks are obtained, and the waste is less. Further, the home yard saves \$8 a thousand feet on the transportation of lumber compared with the San Francisco yard. This makes a difference in favor of the Puget sound builder of from \$1,500 to \$3,000 on every vessel built of from 200 to 500 tons measurement.

"What is needed, and what would pay here, is a yard on a large scale, covering a surface of twenty acres, and having a front to the Sound of several hundred feet, perhaps a thousand. Here should be steam power and shops, and ways for the hauling out of vessels of ten or twelve hundred tons measurement. They should be able to repair any mishap to any ordinary wooden ship. They should be able to build and equip, from keel to masthead, sail vessels fit for coastwise or foreign trade, and they should be able to turn out, machinery and all, steamers like the *Washington* or *North Pacific*, and even larger or better ones. To do all this would require a capital of over a hundred thousand dollars, and would necessitate the employment of at least two hundred men. There is nothing visionary in what we have written. The proposition is based upon the present trade of the coast, upon work now being done, partly here, but principally in the docks and yards of San Francisco."

The Red Bluff and Hot Springs mining districts, in Montana, are attracting considerable attention.

A rich, free gold quartz ledge has been discovered seven miles north of Boise City, Idaho.

The famous Atlantic Cable mine, in Deer Lodge county, Montana, has been re-opened after years of idleness.

The Virginia City Reduction Company is building reduction works of fifty tons daily capacity, at Virginia City, Montana.

The Smoky Bullion mine, in Alturas county, Idaho, has been incorporated. A stamp mill will be erected this season.

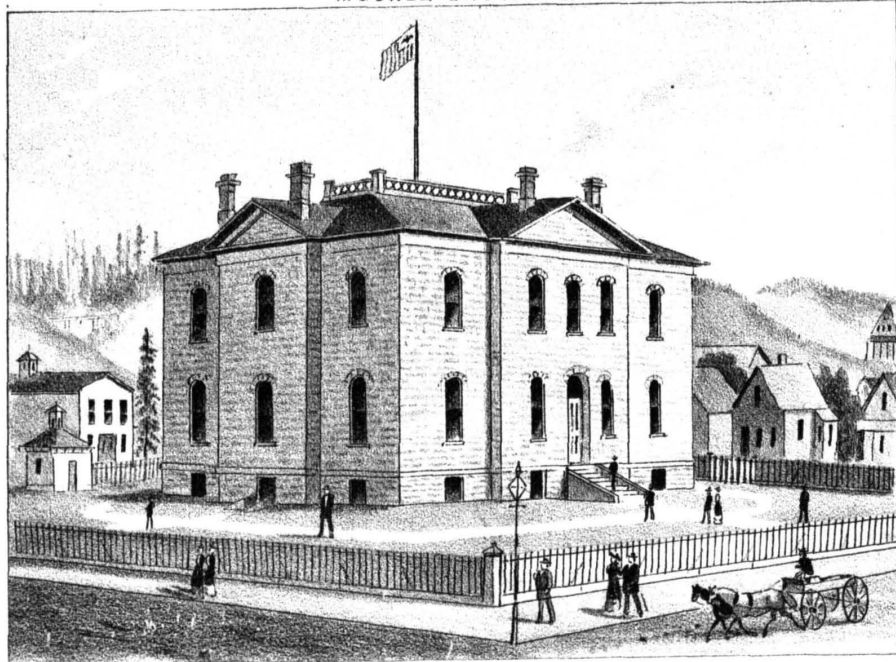
The Silver Creek Mining Co. has begun operations on their ledge in the Coast Range, twenty miles west of Dallas, Oregon.

More discoveries have been made in the new Horse Prairie district, near Red Rock, Montana, on the Utah and Northern railroad. The ores carry gold, silver and copper.

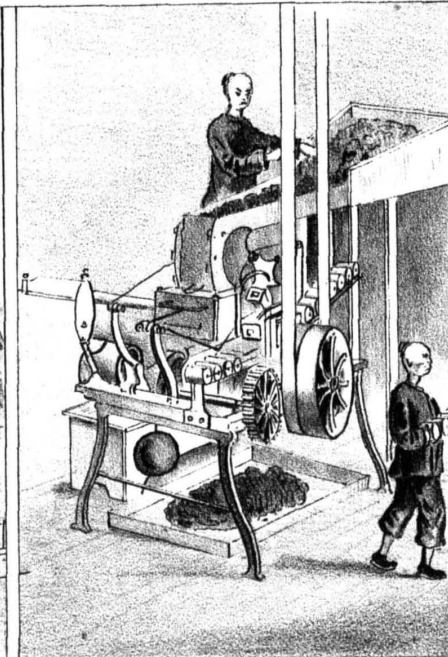
Blackburn is the name of a new mining camp on Little Lost river, Idaho, seventy miles west of Camas Station on the U. & N. road. Until recently it was known simply as the Big Sink country. The principal lode can be traced a distance of six miles, and fifteen locations have been made upon it. A smelter will soon be erected,



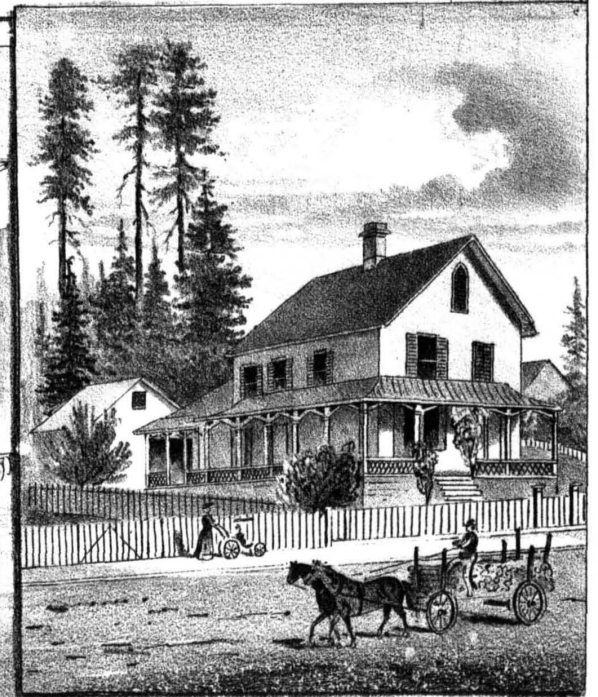
MUCKLE BROS. MILL. ST. HELENS, OREGON.



CUSTOM HOUSE, ASTORIA.

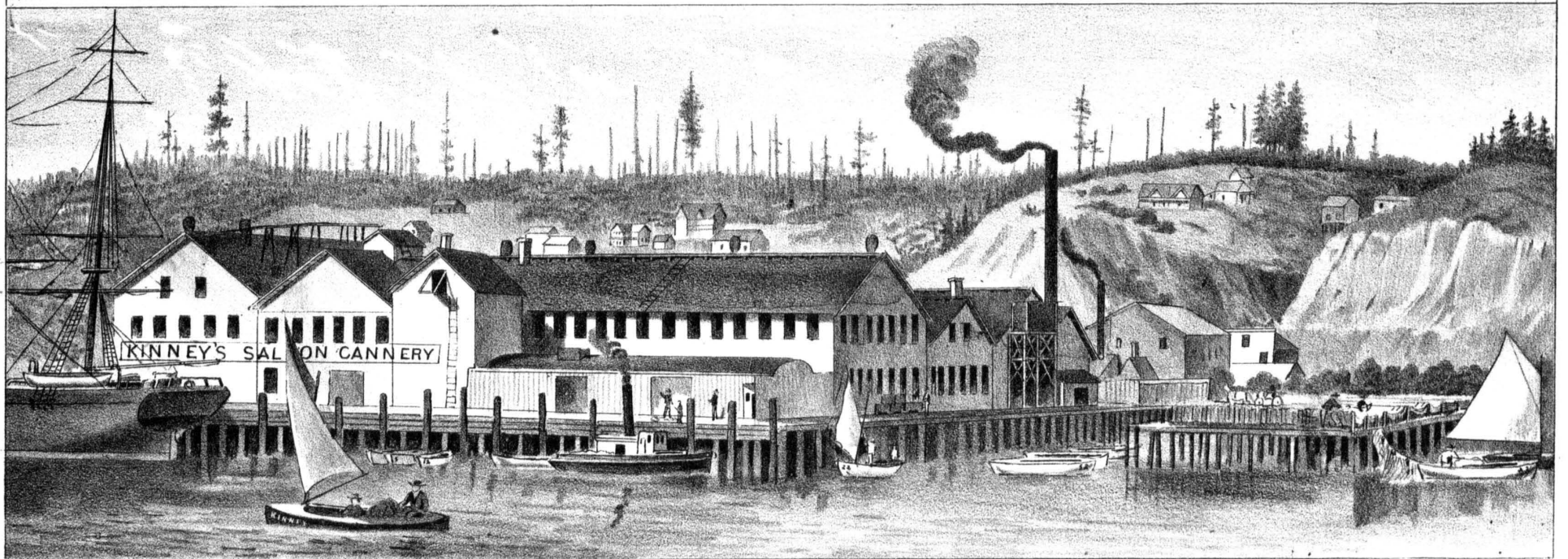
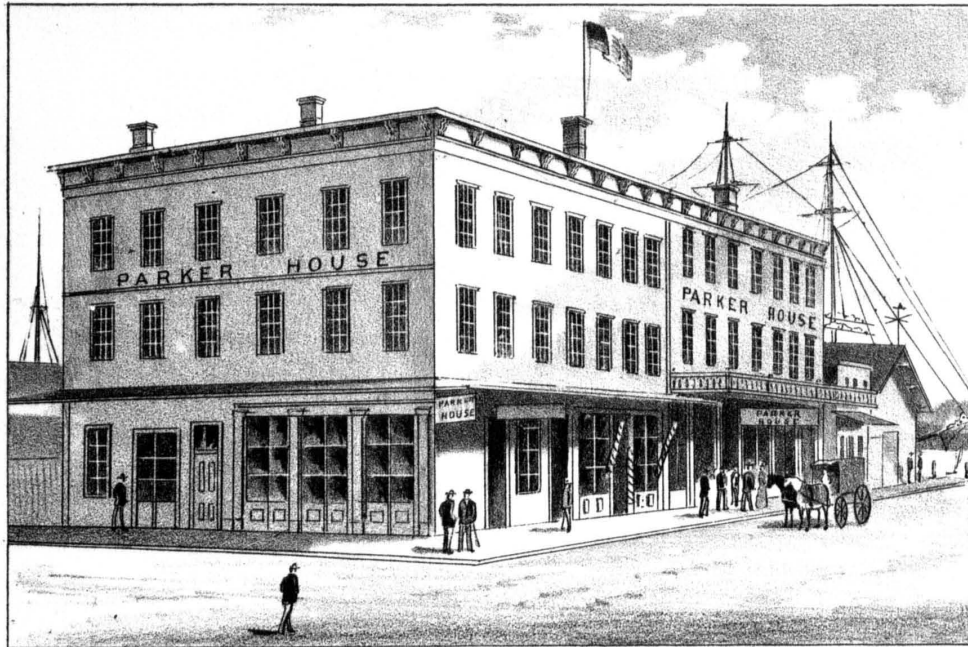


JENSEN CAN FILLING MACHINE.



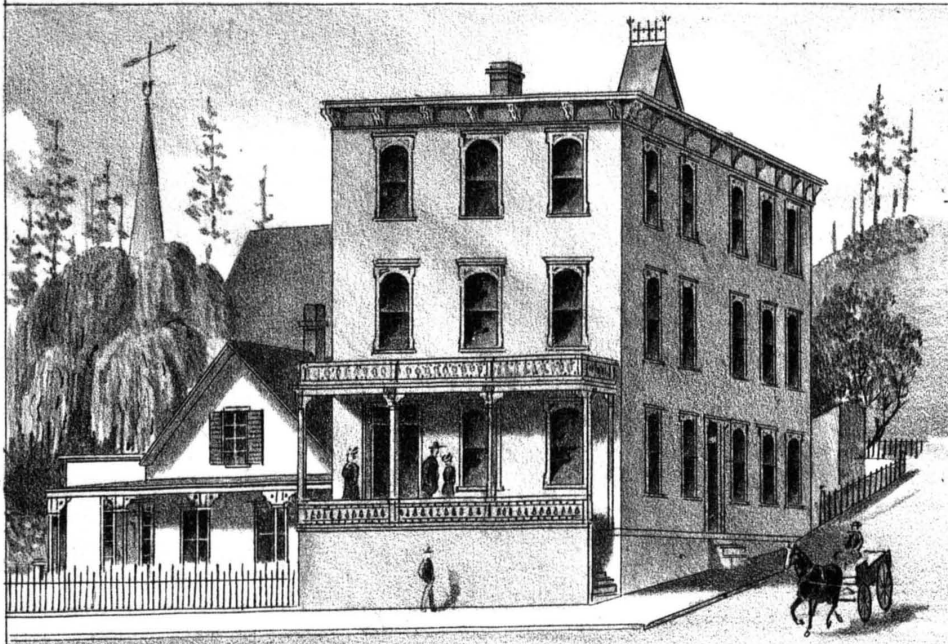
RES. OF MUCKLE BROS. ST. HELENS, OR. .

ASTORIA OREGON

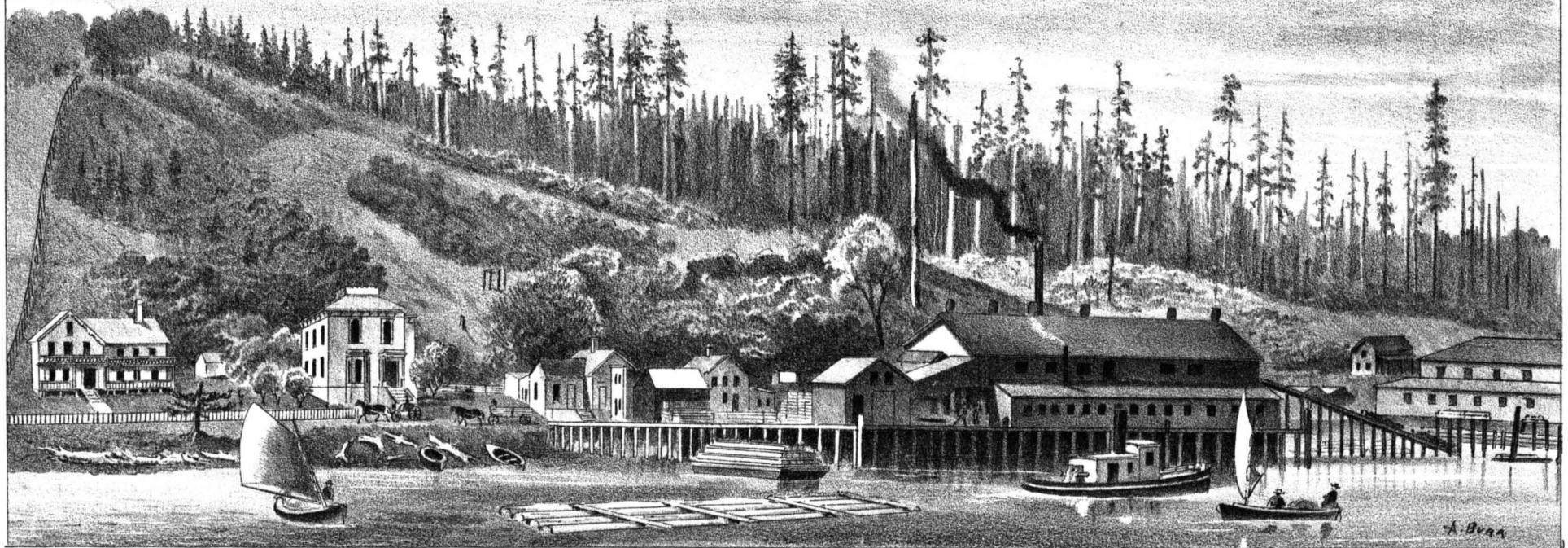
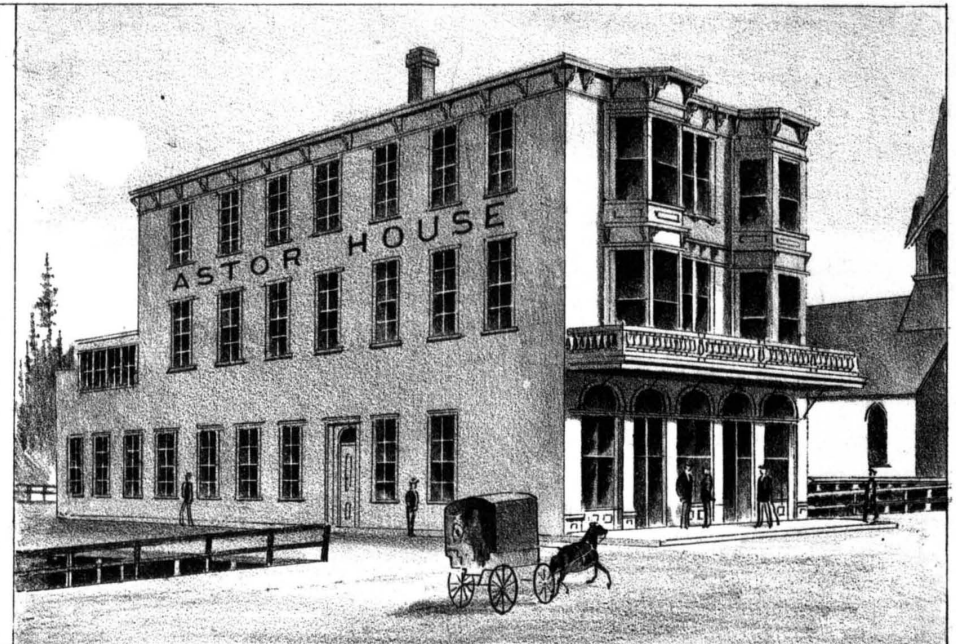


SALMON CANNING ESTABLISHMENT OF M.J. KINNEY ESQ.
THE LARGEST IN THE WORLD

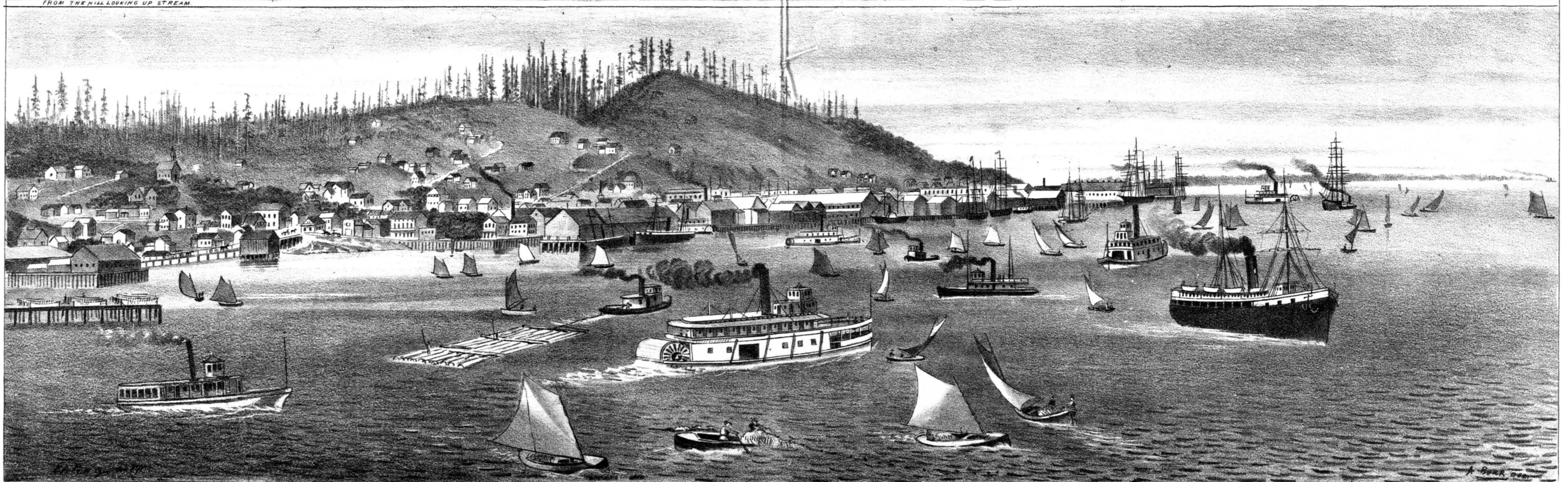
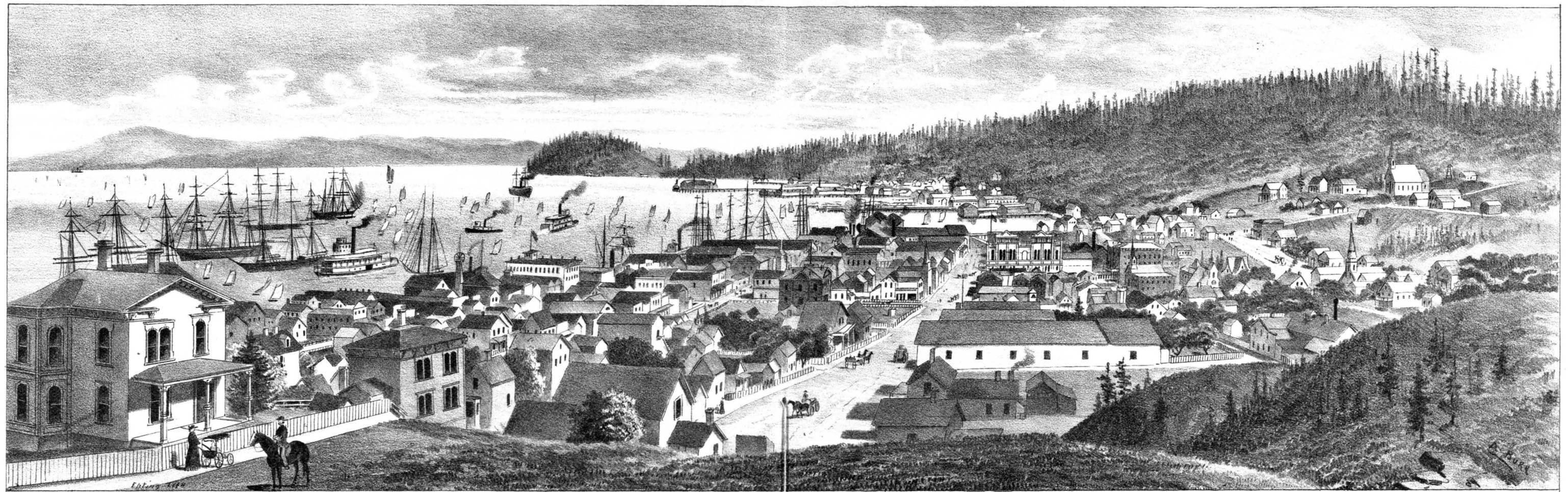
ASTORIA OREGON



RESIDENCE OF E.C. HOLDEN ESQ.



THE WEST SHORE MILLS

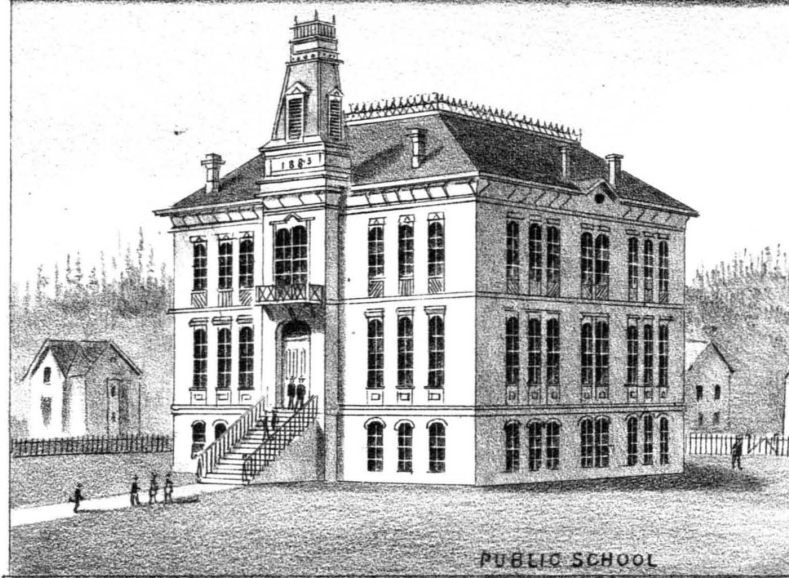


ASTORIA, THE GATEWAY OF OREGON.

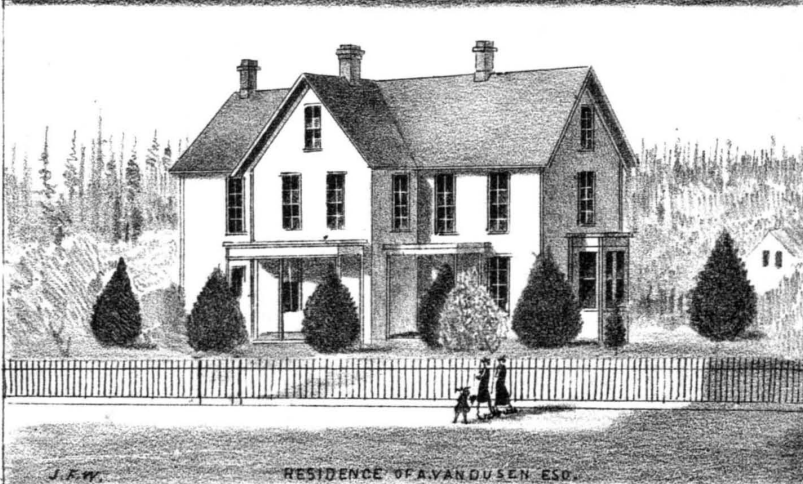
LITHOGRAPHED BY "THE WEST SHORE," PORTLAND, ORE.
FROM SKETCHES BY A STAFF ARTIST.



ODD FELLOWS HALL



PUBLIC SCHOOL



J.F.W.

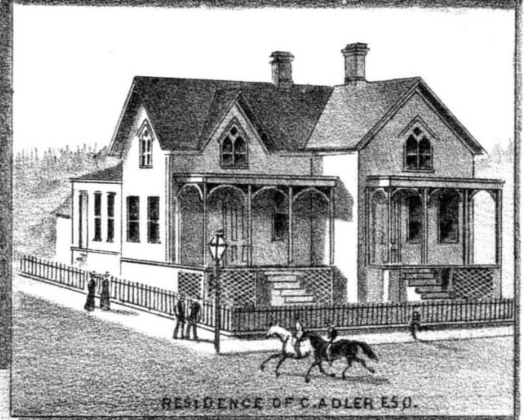
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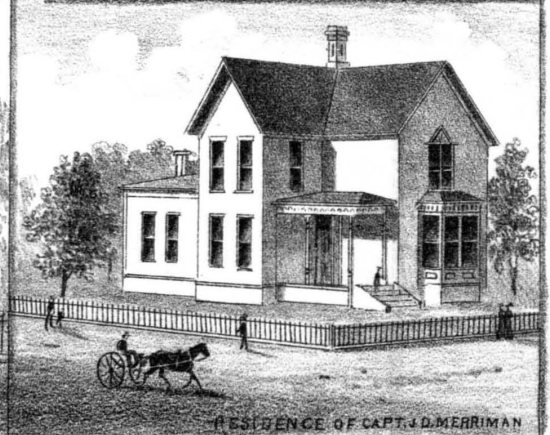
KNIGHTS OF PYTHIAS CASTLE



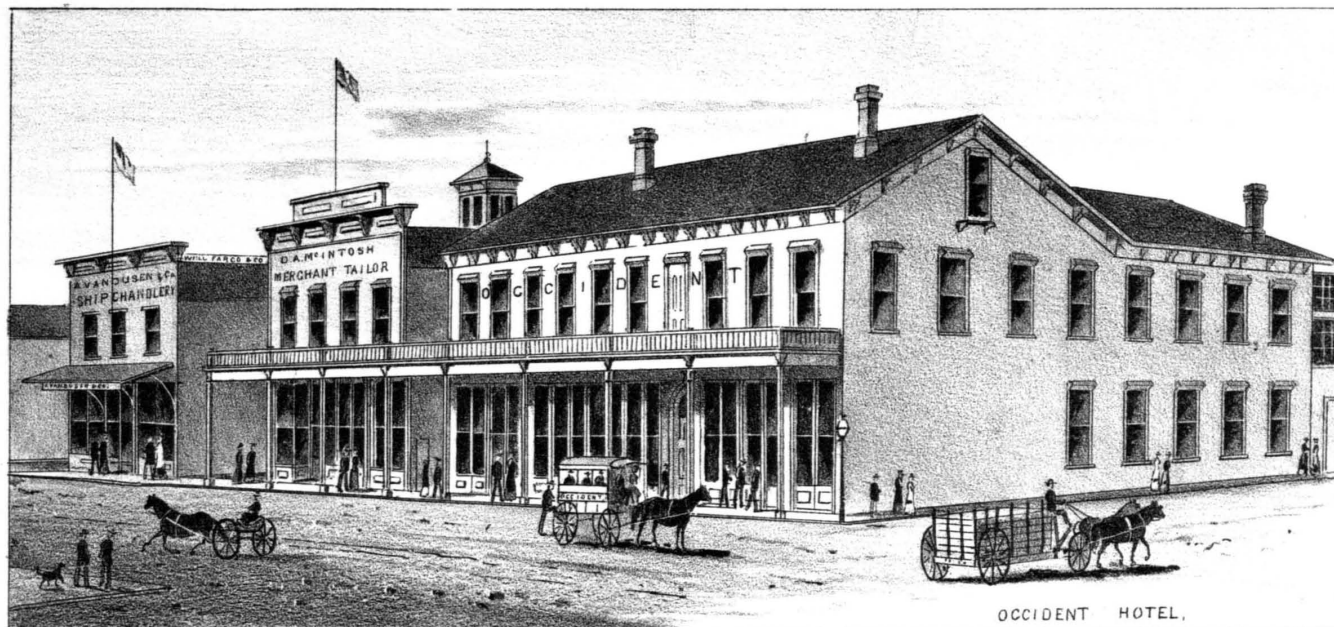
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RESIDENCE OF C. ADLER ESQ.



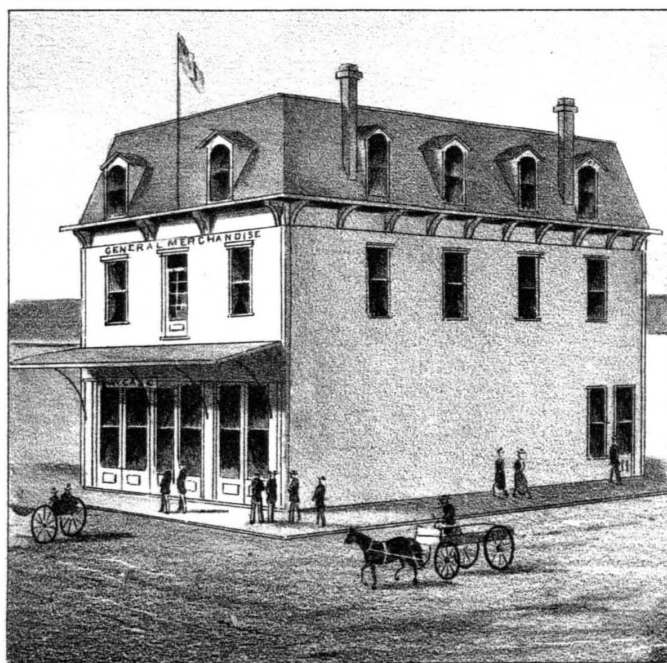
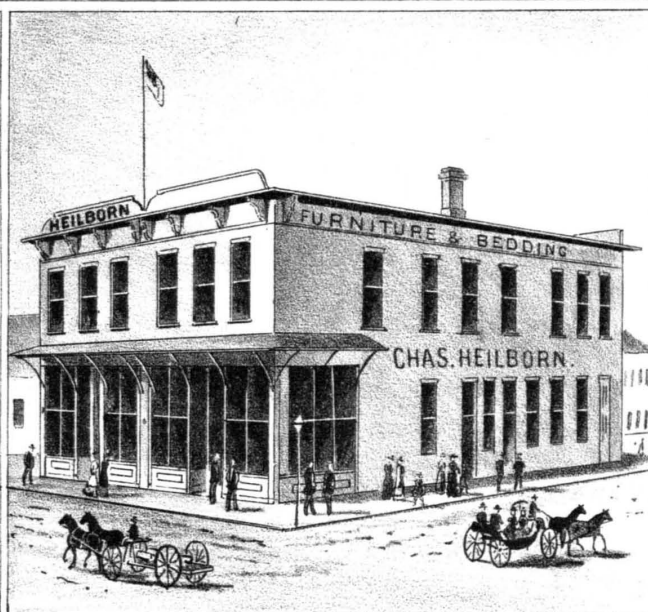
RESIDENCE OF CAPT. J. D. MERRIMAN



OCCIDENT HOTEL.

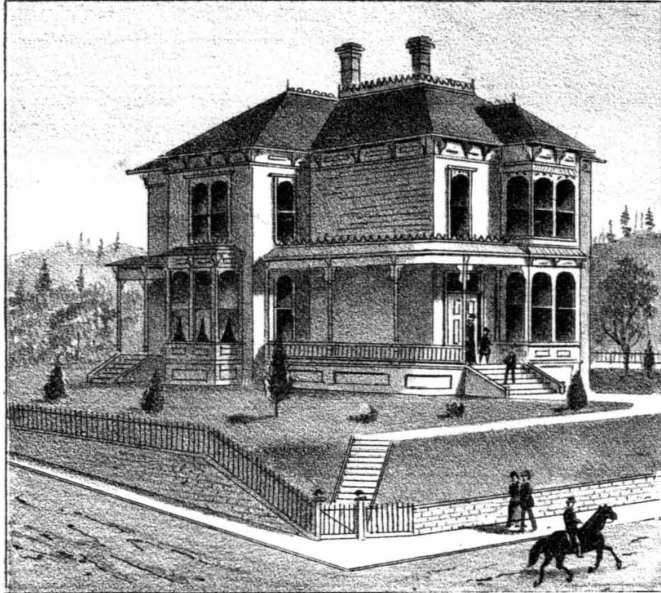


KINNEY BLOCK

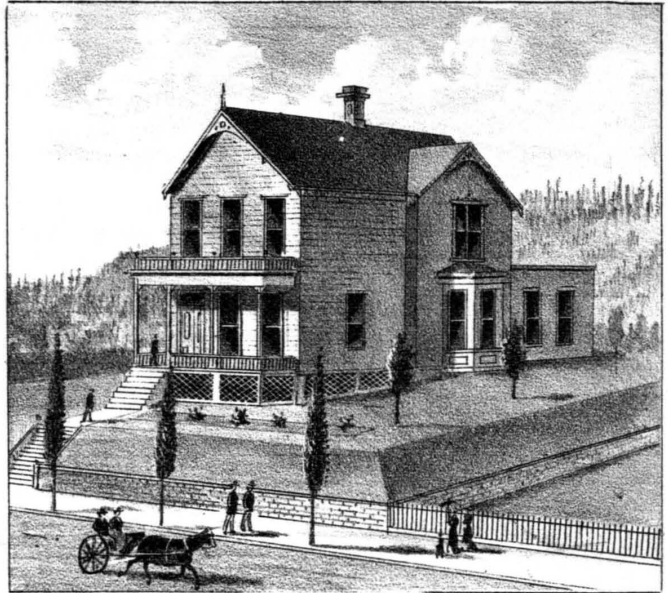


ASTORIA BUSINESS BUILDINGS.

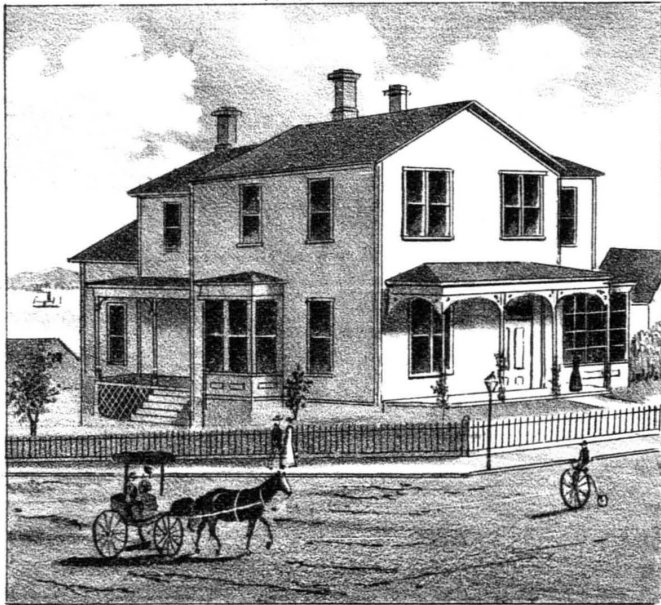
ASTORIA OREGON



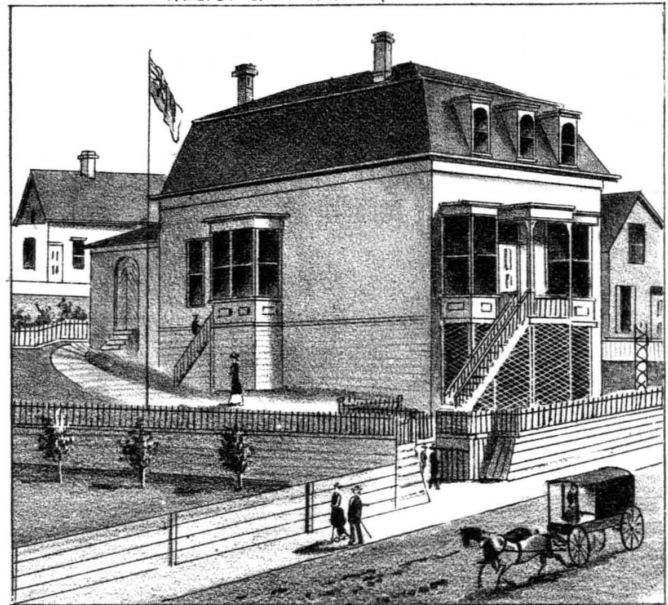
RES. OF MRS. JAS. WELCH



RES. OF CAPT. J. H. D. GRAY.



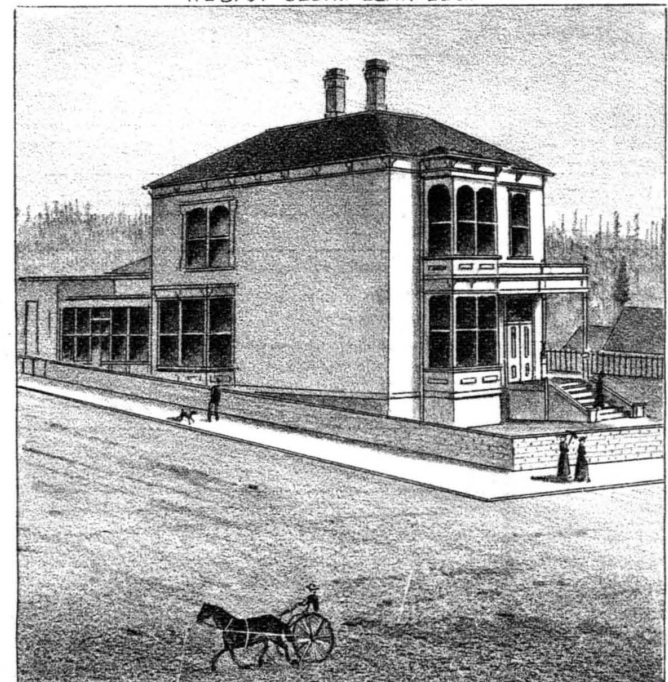
RES. OF I. W. CASE ESQ.



RES. OF GEO. McLEAN ESQ.



RES. OF D. K. WARREN ESQ.



RES. OF C. H. PAGE ESQ.

AGRICULTURE.

FRUIT.

The Walla Walla fruit cannery is making large preparations for putting up vegetables and small fruits. By purchase and contract the proprietors have secured a large supply. A similar cannery will probably be built at Yakima City by business men of that place.

The farmers of the Yellowstone valley believe firmly in the possibility of the successful cultivation of fruit in that region, and many of them are planting orchards. If their opinion is well founded, a valuable industry will spring up in that fertile valley.

Rogue river valley seems to be an exception in the matter of fruit this season. While the balance of the state will have an exceedingly short crop, Jackson county promises an abundance. A local paper says: "The peach crop here will be the largest ever seen, while pears and plums will break the limbs all off the trees in many orchards, unless props or pruning shears come to the rescue. Cherries and other small fruits are abundant." With the completion of the road, the orchards of Rogue river valley will find a market for every pound of fruit they can produce, and within a few years fruit growing will no doubt become the leading industry of that delightful region.

The Northern Pacific is making special preparation for the transportation of fruit in refrigerator cars, and the man in Oregon or Washington who owns a bearing orchard will find that it is a veritable gold mine. In speaking of this matter Mr. C. W. Sleeper, superintendent of the refrigerator line of that road, says: "These cars have proved a great success. They are of use both ways and carry westward eggs and dairy products amounting to a very large quantity. Other cars are now building to take care of the fruit on the Pacific slope when the transcontinental is completed. The fruit trade will commence at once upon the joining of the divisions. Last year the Central Pacific turned over to the Union Pacific more than 900 cars of fruit. The Northern Pacific proposes to have its share of that. The orange belt stretches from Los Angeles into Northern Pacific territory, and is 400 miles wide. The Northern Pacific, you must remember, will also have direct connection with San Francisco and Sacramento. Oranges are ripe in the lower regions by May 1, and as you advance northward the season is later, until in the upper portion of the belt the fruit is not ready for market until July 31st. Then, too, there are the fruits of the Oregon valleys, back from the coast. These are acknowledged to be firmer and more luscious than the growth further south." We have repeatedly urged our farmers to plant orchards of the most marketable fruits, and we again urge it upon them as the most profitable investment they can make.

HOPS.

A strip of tide flats at the head of Commencement bay, near New Tacoma, amounting to fifty acres, is being dyked, with the intention of converting it into a large hop field.

The acreage of hops along Puget sound in 1882, was about 1,000 acres, producing 1,600,000 pounds. This year the acreage has been nearly

doubled, and taking into consideration the fact that the new roots will not produce as well as old ones, the crop is estimated at 2,400,000 pounds. The average price will be about fifty cents, giving the hop growers \$1,200,000 for their work, the bulk of which will be clear profit. In speaking of the crop and its prospects, a Tacoma paper says:

"Washington Territory hops are still quoted at 85 to 90 cents per pound. Dealers are ready and anxious to make contracts at 27 cents, but the most of the farmers prefer to take their chances until the harvest. Last year at this time few or no hops had been contracted for, and as late as July large fields were offered at 25 cents. Although the hop crop is a reasonably sure one on our rich bottom lands, there are still important contingencies to be considered in any estimate of the results. The large increase of acreage will not only enable the pickers, of which there was last year a short supply, causing considerable competition among the farmers to obtain sufficient help, to dictate terms, but will render it difficult to harvest the entire crop in the proper season. There is no crop made which requires closer or more timely attention than that of hops. To pick too early or too late is equally disastrous, and picking must commence and proceed continuously, so that neither the first nor the last harvested shall be too premature or too ripe to retain to a large extent the essential qualities of the plant. Last season some of the Indians from down the Sound who had been accustomed to assist in the Puyallup harvest, were said to have been frightened away by a smallpox scare, and doubtless there will be great competition next fall among the hop growers to obtain reliable help. As the supply of Indians used to this business is not large enough to meet the increased demand for their services, other help will have to be obtained or a considerable proportion of the crop will remain in the field unpicked. Doubtless the labor of children and of families could be utilized for this work, if wages commensurate with the value of the crop were offered. Last year the planters paid at the rate of \$1 a box of 100 pounds, and it may be that a higher price will be demanded this fall, should the market price of hops continue at any thing like last year's figures.

STOCK.

In Montana the stock men find it impossible to maintain their herds by natural increase and keep the market supplied. Beef cattle are so valuable that calves are rarely killed for veal. The importation of young cattle to fatten on the ranges and help maintain the supply of marketable beef would be embarked in on a large scale if the rates of freight were made low enough to permit it to be done at a sufficient profit. We think the railroads will find it to their interests to make a low tariff on all stock coming westward, as the increased shipment of fat cattle to market will amply compensate them.

More than 100,000 sheep have been sold in Unmatilla county this spring at an average price of \$2.12½ per head. They were all driven out of Oregon to market or to ranges further east. This is 37½ cents higher than the price received last year. Though it appears to have affected the sale of sheep but little, the rise in the value of live stock has decreased the number of beef

cattle driven from the country. The Grant county *News* estimates the value of live stock exported from Eastern Oregon in 1882 at \$2,000,000. Three-fourths of these were driven to eastern markets, viz.: 4,000 horses at \$35, 55,000 cattle at \$18, 200,000 sheep at \$1.85. Notwithstanding the price of cattle has nearly doubled, stock men are not anxious to sell, preferring to increase their herds, with the expectation that the market will continue firm for the future.

In regard to the shipping of dressed beef from Montana, C. W. Sleeper, superintendent of the refrigerator line of the Northern Pacific, in a recent interview with a representative of the St. Paul *Pioneer Press*, said that companies had been organized to establish slaughter houses at Miles City and Billings. After showing that the hide, horns, tallow, bones, etc., could be utilized there nearly as profitably as in Chicago, he gave the following valuable statistics:

"A steer at Billings or Miles City averages 1,200 pounds on the hoof. Load it into a car and send it the 1,300 miles or more to Chicago, it shrinks 10 per cent. or 120 pounds. This is agreed to by all stock men. Kill it near the range and the steer will dress 60 per cent. in the 100, or 720 pounds to the 1,200. The dressed beef, killed, cooled and quartered, and then sent to Chicago in our refrigerator cars, only loses 1 per cent. or 7.2 pounds. The 120 pounds lost on the live steer at \$5 per 100, the price on the hoof in Chicago, would amount to \$6.20. The 7.2 pounds net at 9 cents would represent a loss of 64 4-5 cents, or in round numbers \$5.55 more loss on the hoof than dressed. But this is not all. The railway charge on a car load of live stock is \$7 per head; to this add 50 cents per head commission in yards, costs of attendants, food for five times in transit and yard charges, and all stock men agree that the total cost is \$10 per head, exclusive of shrinkage, or \$16.20 shrinkage included. Now take the same animal, slaughtered and dressed at Billings or Miles City. The 720 pounds costs about \$1 per 100 or \$7.20 to transport, then there is 65 cents shrinkage, commissions—the commission is usually 2½ per cent. on the price paid for the beef, which, at 9½ cents per pound, would make \$1.67 add 25 cents (about \$10 per car of forty animals) for ice, making the cost \$9.77 laid down in Chicago. You can tabulate in this way:

On the hoof.....	\$7 00
Freight commission, 1,200 pounds gross.....	50
Shrinkage—money value.....	6 20
Food, attendance and yard charges.....	2 50
Total.....	\$16 20
Dressed and quartered—720 pounds net freight.....	\$7 20
Commission at 2½ per cent.....	1 67
Shrinkage—money value.....	65
Ice for preservation.....	25
Total cost.....	\$9 77
Difference in favor of dressed beef.....	\$6 44

"In the St. Paul or Chicago market—there is not much difference, and the average prices are given—the steer shipped on the hoof and shrinking from 1,200 pounds to 1,080 in transit, would be worth \$54, at 5 cents per pound. The dressed 720 pounds, losing 7 pounds, would be worth \$65.65, at 9 cents per pound. Ditch or wreck a train loaded with live stock and your salvage is liable to be very small; but accidents to a train laden with dressed beef are no more serious than to one laden with packed pork. You save almost everything. If a storm comes

you can side track your meat train, and no special harm is done. But a blizzard means an enormous outlay in the case of a live stock express, as any one can see. Another important point: When live stock reaches a market, be the price good, bad or indifferent, the stockman must sell. His steers would eat their heads off in a short time in a city yard. But the dressed beef can be packed in a refrigerator warehouse and held until the market rises. Last year the Northern Pacific shipped 1,392 cars of stock from the region in question, which, at an average of 20 head to the car, would give a total of 27,840 beeves. This supply will increase yearly, of course, and the establishments need not run all the time."

This applies as well to any other town on the railroad, which can be made the shipping point for an extensive stock region.

In regard to sheep raising in Northern Montana, an experienced owner recently made the following statement:

"The winter was the best ever known for sheep, and the loss will not exceed two per cent. The weak sheep were, during the severer weather, picked out and fed, and they generally came through in excellent shape. The cattle did not fair so well, though they generally came through in good shape. It is wonderful how much they stand sometimes with absolutely no care during the entire year and left to shift for themselves. The sheep, you know, have more attention, and are herded. Our own business is largely the making of investments in sheep for eastern parties. We procure the stock and place it on a ranch under herdsmen, who, if found capable, are generally eventually given a herd on shares. We have found experienced farmers from the eastern states, and Englishmen and Scotchmen the most reliable. A good many Englishmen are coming into the country to embark in this business.

"Large sheep men, like the Edgers and Wal-laces, who have four or five thousand wethers, are preparing to ship them to the Chicago market soon. There is an exceedingly good demand, and prices are high to what they have been. Better stock is being brought in, and the industry is in an exceedingly prosperous condition. There has been a safe and steady profit. We have an instance of a case where an investment of \$1,000 realized \$4,700 in four years. Of course, that is better than the average, but it shows the drift of affairs. We regard sheep raising generally safer and more satisfactory than handling cattle. A man knows where he stands, and can sell out and realize when he wants to. With cattle scattered over the territory, he's a lucky man if he can get out in three years. Our situation gives us advantages over almost any other grazing country, even if we did not possess the advantages of climate and pasturage. We get better rates, thanks to river competition. The outlook was never more flattering than at present, and the stockmen are feeling well after the lucky winter. We do not, as a rule, feed our sheep in the winter, as the range is free from snow, but the winter of 1880-81 was an exception, and the heavy loss of sheep, averaging 20 per cent. throughout the territory, warned growers that they must be prepared. Hence they have put up an ample supply of hay since then, but have not fed a pound. By careful

stacking this hay can be kept four or five years, so that the expense of guarding against severe winters is not heavy. Last year the loss of sheep was not over two per cent. in the territory, which is almost as well as the eastern growers, who house and feed them. Montana mutton has a fine reputation, and we have a good market for it. Men of good horse sense, active and diligent, can get rich in the sheep business in Montana."

The same gentleman estimates the number of sheep in the territory at 600,000, probably 250,000 of them being in Meagher and Choteau counties, and of these a majority are high bred merinoes. The yield of wool last year was 3,000,000 pounds, but as it is only ten years since the first sheep were driven into Montana, he predicts that it will be 50,000,000 pounds per annum in ten years from now.



Boulder having been chosen as the county seat of Jefferson county, a two-story stone court house will soon be erected.

Judith valley, long known as one of the best stock regions in Montana, is now receiving quite an immigration of settlers. Utica is the name of the little town that holds the trade of the valley.

The new railroad town of Townsend, between Helena and Bozeman is growing rapidly. Around it is one of the best farming valleys in Montana. Many business buildings and residences are being erected.

Much building is being done in Dillon and several substantial brick structures are in process of erection. Dillon is the center of trade for a large section of southwestern Montana, and as a permanent business point should be built up in a substantial manner.

Missoula has donated to the railroad company 500 lots within the limits of the city, the consideration being the promise of the company to build freight and passenger depots within the city and not outside, as was at first proposed. This action materially increases the value of real estate in Missoula.

Gardiner is the name of the terminus of the branch road running from Livingston to the National Park of the Yellowstone. A large number of farmers are taking up land in the upper Yellowstone valley, who will depend upon Gardiner for their supplies. Its advantages as a terminus and a supply point for the Clarke's Fork mines will also tend to make a prosperous town spring up here.

That portion of the Crow reservation ceded to the government more than a year ago, has been surveyed, and was recently declared open for settlement. It contains 5,000,000 acres of land, some of it excellent for agricultural purposes, and includes the celebrated Clarke's Fork mines, whose richness is well known, but which could not be worked until the Indian title to the land was extinguished.

The hotel now being erected near the mammoth hot springs of Gardiner river by the National Park Improvement Co., will be 400 feet long, supplemented at each end by a wing 200 feet in length. It will be built of wood, be three and one-half stories high, and contain 200 rooms. A piazza promenade will extend around the whole building. The main portion of the structure will be ready to accommodate guests this summer.

The principal improvements being made in Fort Benton this year are, a brick court house to cost \$40,000, an additional school building of brick costing \$30,000, a hospital \$10,000, a three-story brick hotel costing \$15,000. Many other business houses and residences are also being erected. Benton is built almost exclusively of brick and is one of the most substantial towns in the northwest. Real estate sales are large at good prices, many investments being made by non-residents.

Cultivation of the soil in Montana seems to have produced a change in the climate similar to what has been observed in other dry regions. More rain falls and better crops are the result. Land that formerly has been despised because of its dryness is now becoming valuable under the converting power of rain. Prolific wheat fields are being cultivated and astonishing crops raised on land that a few years ago was considered a desert. Land brought under cultivation by means of irrigating ditches, now produces well without their aid.

The "Meeting of the Waters," where the Jefferson, Gallatin and Madison unite to form the mighty Missouri, is one of the most natural commercial centers in the territory. In 1862 a city was founded there by the early miners, but was deserted because no mines were discovered in the vicinity. Later on the valley lands were here and there settled upon, Gallatin City sprang up in the valley and became the county seat, but after losing this honor to Bozeman, languished and declined. The Northern Pacific has just laid out a new town site almost at the point of junction, which has been christened "Gallatin." A vast area of pasture and agricultural land is in the immediate vicinity, and this with the coal and silver recently discovered in the adjacent mountains, will build up a city of considerable importance.

The Blackfoot reservation, occupied by a few hundred Blackfeet, Bloods, Piegiens and Assinaboines, stretches from the Dakota line on the east to the Rocky mountains on the west, lying north of the Missouri and Marias rivers, and embraces a tract larger than the New England states. Within its limits are some of the finest agricultural lands and the best stock ranges of the territory. The opening of this immense region of country from Fort Buford to the Rocky Mountains, would bring in a vast tide of immigration, and villages and cities would spring up along the Missouri. The Milk river flows through this tract from west to east for a distance of about 300 miles, with a wide and fertile valley nearly the whole distance. The Bear's Paw and Little Rocky mountains, known to be rich in the precious metals, are securely locked up in this reservation, and will remain so until the Indian title is extinguished.

The Henry Villard Hydraulic Mining Co. has been incorporated in Montana, to work the mines of Emigrant gulch. These mines are situated in that portion of the Crow reservation recently thrown open to occupation.

FISHERIES.

The salmon cannery at Bandon, near the mouth of Coquille river, was consumed by fire on the 25th of May.

The run of salmon in the Columbia, which was very light for the first six weeks of the season, has been heavier for the past few weeks.

A new floating cannery, known as "Spratt's ark," is now in operation near Victoria. She is 144 feet long, 33½ feet beam, 9 feet hold, and cost \$65,000.

On Sequim bay is a cannery engaged in packing clams. About twenty Indians are employed, and as many as 200 bushels of clams have been gathered in one day.

It is estimated that the ten canneries on Fraser river will pack 100,000 cases of salmon the present season. The force employed in the industry consists of 300 white men, 700 Chinese and 1,200 Indians.

The Northern Pacific is making preparations to supply the east with fresh salmon and other fish from the coast. They will be shipped in refrigerator cars the same as fruit, dressed beef, etc., and a large business will no doubt spring up.

The fish commissioners, in 1878, put some young shad in McLeod river, California, and the next year a few were seen in the Sacramento and others in the Columbia. Their number has been observed to increase each year, until now they are frequently caught at Astoria. The shad is pronounced the finest fish for the table that exists, and we certainly hope that their propagation on the coast will be aided until they become a valuable factor in our fisheries.

Those of our readers who are experimenting with carp ponds will be interested by the following item from the *Industrialist*, a paper published by the Industrial College of Manhattan, Kansas:

"On Thursday our carp were changed from pond No. 2, where they have taken their long winter's sleep, to the breeding pond No. 1. During the whole of the long winter past, the pond containing these carp has been apparently a solid mass of ice, without so much as one "air hole;" and, moreover, these fishes have not been fed since some time in October last. For these reasons we undertook the examination of this pond with some misgivings. Our doubts, however, rapidly gave place to feelings of another sort after we had pulled out fourteen handsome fellows, several of which were, by actual measurement, eighteen inches in length. These carp, it will be remembered, are a few days over two years old."

The birth of a sea lion in Barnum's menagerie is considered of enough importance to be telegraphed over the country, and yet the fishermen of Coquille river have found it necessary to inaugurate a war of extermination against these pests. The sea lions that infest the waters at the mouth of that stream annually destroy thousands of salmon, to the great detriment of the fishing interests. A lion weighing 300 pounds will consume his weight in fish in a very brief time. Two men have been employed to shoot these gormands at the rocks they make their headquarters. The plan of the campaign is to kill the males first, with the idea that the females will remain with the young and not endeavor to escape. Then the mothers will be shot, and finally the infants. If Barnum wants a choice assortment of baby sea lions he had better send in his order promptly. They are easily captured, for so far from fearing

the approach of human beings they appear to enjoy their society. It seems cruel to kill the little creatures, but they would soon become as destructive to fish as their parents. The salmon annually consumed by lions at that point would keep a large cannery running the whole season.

IDAHO.

A town named Petersburg has been laid off on the line of the Oregon Short Line, in lower Boise valley, which has good prospects of becoming a trade center.

Moscow has organized an elevator and warehouse company with a capital stock of \$25,000, preparatory to handling a large amount of grain when it becomes a railroad point. North of the town about twelve miles is a section of rich, arable land through which flows Gold creek. Wood and water are abundant, and there is much good land still unoccupied.

The rush to Wood river this year is greater than ever before. Formerly none but miners and traders were afflicted with the "Wood river fever," but in the immigration this year are capitalists and many farmers with families settling upon the thousands of acres of arable land. The Oregon Short Line has rendered that region easy of access, and it will not be long before all the available land will be taken. There are many fertile valleys and prairies in Idaho, some requiring irrigation and others not, that have remained unoccupied because their value was unappreciated. Some of these are now being rapidly settled upon and all will attract the emigrant in a few years.

Camas prairie, in Alturas county, Idaho, is the largest of the many bearing that name in the northwest. The title is derived from a plant with a bulbous root, which grows in abundance on all these mountain prairies. The root forms one of the staple articles of food for the Indians, who gather it in great quantities in the summer time and dry it for winter use. The soil of these prairies is a rich alluvium, easily cultivated, and yields good crops of vegetables, hay and grain. The prairie above alluded to is favorably situated for supplying the market of the Wood river country, and for that reason offers special advantages to settlers. Of it the *Bellevue Sun* says:

Many do not recognize the coming importance of Camas prairie. It is now a very important factor in the trade of this city, and is being constantly increased by the new settlers coming in. After reaching Willow creek, all is new ranches, clear across Camas prairie to High prairie, and the ranchers are busy putting in grain and vegetables, and it is fast assuming the appearance of a regular farming country. A large number of farms are being improved and fenced, and nice frame houses adorn nearly all of them, the settlers being of the thrifty class, who take just pride in their homes, and most of them have settled here within the last year. The prairie is perfectly level, and is a fine watered country; every four or five miles a beautiful mountain stream flows towards the south, emptying into and forming the Malad, one of the branches of the Snake. It is into the Malad that Wood river flows. The prairie is about fifteen miles wide by sixty in length, and is at present covered with a fine luxuriant growth of grass, so high that it even now waves in the breeze, being the most luxuriant along the northern foothills, where the sun strikes from the south, and it is here that the principal settlements are now being made. It is the most free from frost, but the rest of the valley will soon sustain a dense population. It has room for fifteen thousand people in the near future.



EASTERN WASHINGTON.

YAKIMA COUNTY.—One of the most valuable sections of Washington still awaiting development, is the county of Yakima, lying between the Cascades and Columbia river. It is through this region that the Cascades division of the Northern Pacific is now being surveyed, to connect Eastern Washington with Puget sound, and give a direct line from the latter to the East. That such a road will be built in a few years, either by the Northern Pacific or some other company, and possibly by both, is beyond question. The country that would thus be developed is capable of supporting such a road independently of through traffic. Yakima county is one of the largest in the territory and has a population of only 4,000. The best agricultural lands lie within the Yakima Indian reservation, which contains 600 sections of as fine soil as can be found on the coast, about 300,000 acres of which are natural meadow, and the remainder good arable land requiring irrigation of a comparatively inexpensive character. They lie along the Yakima, Satus, Topnish and Simcoe streams. Mountains abounding in timber furnish shelter on the south and west. At some time in the future this reserve must be thrown open to settlement. Outside its limits there are thousands of acres of land awaiting the plow. Atahnam and Moxee valleys lie in the center of the county. The former has an average width of five miles and is thirty miles long. It is excellent land and the surrounding hills furnish a grazing range of a superior quality. Hops are the best crop, though grain is a staple. The value of the hop product in 1882 was \$60,000. Yakima City, the county seat, is situated on the edge of the reservation, at the junction of Yakima river and Atahnam creek. It has a population of 500, good business houses, a fine public school, a Catholic school, several churches, two newspapers, a bank, and the U. S. land office for that district. Moxee valley is about twelve miles long and five wide, and the soil only needs irrigating to produce in abundance. A ditch to be twenty-five miles in length and cost \$40,000 will soon be completed, and will furnish sufficient water to irrigate 20,000 acres of land. The ditch company has located 7,000 acres under the desert land act, and there is land left for other enterprising men. Kittitas valley lies twenty-five miles to the north of Yakima City, and for fertility of soil, beauty of location and healthfulness of climate has no superior anywhere. It contains more than a million acres of fine farming lands, with a large quantity of natural meadow. On the west side of the valley is Ellensburg, a thrifty town of 500 inhabitants. There are five flouring mills and four saw mills in the valley. Grain and hay are the main crops produced, and the yield is enormous. This valley is not at all inferior to the reservation in the value of its soil. In speaking

of that vast tract of unoccupied land in the eastern end of the county, the Yakima *Signal* says:

For a distance of sixty miles down the north side of the Yakima river, beginning at what is known as Parker bottom, or Konewock, and extending to Horseshoe bend, there are thousands of acres of the very best sage brush and bunch grass land to be found in the territory, with a soil varying from twenty-four to fifty-three feet in depth, as shown by actual tests, that remain unsettled simply for the reason that there are no living streams of water, and all of this vast domain can be reclaimed by a ditch carrying water from the Yakima river. Such a ditch could be made at a comparatively small expense, as the soil is easily excavated and there is no rock to interfere. A ditch twenty feet in width and three or four feet in depth, in the opinion of the writer, carried a distance of thirty miles, would irrigate from one hundred and fifty to two hundred thousand acres, and if extended to Horseshoe bend would cover twice that acreage. There is scarcely a quarter section that would lie between such a ditch and the Yakima river but what could be reclaimed, and that would not pay a water rental sufficient to remunerate any party or parties engaging in such an enterprise. The Konewock ditch company have built several miles of ditch, but it is too small to reclaim any considerable body of land. The Moxee ditch company are about beginning the construction of a ditch that, as at present contemplated, will reclaim twenty-five or thirty thousand acres and perhaps more, at an estimated cost of seventy-five thousand dollars. The climate in the locality referred to, especially on the lower river, is not excelled anywhere in the territory. The winters are usually mild and of short duration, and all that is necessary to make this vast domain the garden spot of the territory is water. Capitalists who are looking for investments that will yield large returns would do well to give this their consideration.

Irrigated lands do not depend upon the fitful caprices of the weather, and a good ditch is a guarantee of a crop such as its possessor can not fail to appreciate. There is a difference of opinion as to the necessity of irrigating these lands, as lands east of the Columbia and apparently as dry, are now being cultivated. Besides the sections mentioned there are thousands of acres of good land, some requiring irrigation and others not, valuable timber lands in the mountains, splendid ranges for stock and sheep, and undeveloped mineral resources of great value. If not this year, at least the next the tide of immigration will set in towards Yakima, and we are glad to see that steps are now being taken that will lead to the immediate construction of a railroad through the heart of this vast region.

Camas prairie is the name of a fine dairy region in Klickitat county, lying at the south base of Mount Adams. In the center is a magnificent meadow, covered with water in the winter time, but furnishing excellent pasturage and a fine crop of hay in summer. On three sides the ground rises gradually to the mountains, while on the east it stretches out in a long prairie to the Klickitat. A ditch would drain several thousand acres of valuable land. The important industry is dairy farming, and large quantities of butter are annually shipped to The Dalles and other points. But a limited area has thus far been sown in grain, and this has yielded well. The amount of land devoted to grain will increase annually, though the dairying business will probably never be supplanted.

Dayton is soon to enjoy the benefits of a system of water works. The Dayton Spring Water Co., with a capital stock of \$10,000, is bringing the water of a large spring to the city.

Hon. Philip Ritz is fencing 7,000 acres of land near Ritzville. This shows his faith in the land that has formerly been condemned as "too dry."

The Colville country is receiving many immigrants, and from all the reports that come from there we are forced to the conclusion that there is no place more desirable or offering more attractions in the way of resources or climate. There is still room there for thousands.

W. S. Smoot, of Oneida county, New York, recently purchased of the Oregon Improvement Co. 4,420 acres of land near Endicott, on Rebel flat, in Whitman county, for \$31,190.70. A colony from Central New York will soon occupy the land, and the town of Endicott will receive a forward impulse. Land cultivated in that vicinity has always produced well.

The new town on Four mile, Whitman county, is called Viola, and is acquiring quite a metropolitan air. A good general store and a planing mill are among its business interests.

Harrington is the name of the town recently laid out in the Big Bend country, twenty-five miles north of Sprague and nineteen from Harrison, the nearest railroad station. It is located in the center of one of the finest agricultural regions in the Big Bend, a tract four townships square and containing 976 square miles, or 624,640 acres, capable of supporting thousands of families. It is known as the Cold creek and Lord creek region and does not alarm the new comer with a stretch of country destitute for miles of spring, rivulet or any other form of water. Harrington stands upon high bottom land of black soil, on a gentle slope from the east toward a little creek which ripples through the northwest corner of the town, just across which, and still within the town limits, bubbles up a cool, overflowing spring. It is into this region such a constant stream of white-covered wagons is now pouring. The Big Bend is divided into east and west halves by an immense canyon or ravine, called the Grand Coulee, and so far immigration has been confined chiefly to the eastern division, while west of the coulee but little exploring has been done. In regard to that little known region we clip the following from the *Spokane Chronicle*:

From an interview with Col. L. B. Nash who has recently returned from a somewhat extended trip to the Big Bend country we gain new information about that notorious region. The colonel and his party made quite an extensive detour, skirting the Spokane and Columbia until crossing the Grand Coulee which trends in a northwesterly direction, and discovered between the coulee and the river a very fertile tract of land about thirty miles wide by seventy-five long, somewhat strikingly dissimilar to the region this side of the Grand Coulee. This is known as the Badger Mountain country, and Col. Nash regards it as one of the choicest spots in Eastern Washington, the outlet to which will be to the landing on the Columbia at Priest Rapids. The spring season he found to be in advance of this region by a month to six weeks, and a climate almost semi-tropical prevails. Water and timber are in abundance, and the location selected by the party for a settlement, nearly opposite Lake Chelan, they named "Bracken," in honor of the genial old captain. Col. Nash intends to apply his four land privileges, homestead, pre-emption, timber-culture and timber purchase in that locality and has sent on three men with teams and outfit to improve his claims. Col. Kimball and Captain Bracken have also taken claims, and will remain on the ground for a season to superintend improvements. Many others are locating in the vicinity.

WESTERN WASHINGTON.

Oil has been discovered in Whatcom county by prospectors representing the Standard Oil Co., of Pennsylvania. They were led to search for it by the numerous oily springs seen in various portions of the county. In case this proves to be a permanent oil well, a new industry will spring up. The rush of immigrants to that county still continues. Atlanta is the name of a new town laid out on Samish bay, three miles from Edison. It has a good harbor and is destined to become the seaport for Samish valley. Another town, called Bancroft, has been laid out on Fidalgo island. An addition has been made to the young town of Ferndale, on the Nooksack. Several colonies have recently settled in various portions of the county.

According to the returns made by their assessors, King county has a population of 10,000; Clarke, 6,211, and Lewis 4,644.

There is a great rush for timber lands in the Chehalis country.

Tenino, Winlock, Chehalis and Centerville have each a fine new depot.

The largest month's business ever transacted at the Olympia land office was that of May just past. 17,960 acres were sold for cash, 210 homestead filings were made, covering 31,548 acres, 311 pre-emption claims were entered to about 50,000 acres, and final homestead proof was made on 2,720 acres. This is proof positive that the greater portion of the immigrants pouring into the Sound country remain and take up land.

There are in Snohomish county, unappropriated, from 150,000 to 200,000 acres of land suitable for farming purposes, and nearly if not quite as much more suitable for pastoral or grazing purposes, for which the climate is peculiarly adapted, especially to wool growing. This land is, depending on the locality, either loam or peat (bottom) and sandy or gravelly (highland). The former is found along the rivers and is generally termed "vine and maple bottom." It is newly formed, being composed of basaltic sediment and organic matter. It is more sandy as it approaches the water courses, depending in this respect much upon the rapidity of the current of the streams, while further back the soil becomes more peaty. The river and tide marshes are mostly peat but have a considerable sediment. The bottom and tide land is remarkably productive and as a consequence has been mostly settled up; although on the Stillaguamish river, in the northern part of the county, there are still tracts unsettled; and on the Snoqualmie, Skykomish and Tolt rivers, southeast of Snohomish City, are many good ranches to be found on the river bottoms. The land, however, that is most convenient is the high land which has been deemed less valuable than the bottom land; but which many now value as highly, and which is being taken up rapidly. It is as productive, much warmer, has a good soil, with a clay sub-soil, and is not subject to overflow. It can be cleared nearly if not quite as cheap as bottom land. It lacks the basaltic character of the bottom, and the peat of the marshes, but is traversed by swales that have rich loamy soil, fully as productive and equally as valuable as the bottom land. These swales constitute about one-fifth of the high lands suitable for farming. For grazing purposes the high land

is unequalled. All that is needed to develop these wonderful resources of the territory is settlers who will work out the problem with persevering labor. The water is uniformly good, and no lack of it, winter nor summer. Whether taken from the mountain spring as it bubbles from the hill-side, drank from the brook, drawn from the well, dipped from the river, or caught from the eaves, it is always pure, sweet and palatable, and the supply equal to the demand. The timber consists of fir, cedar, spruce, maple, cottonwood, hemlock, and alder, with underbrush of cherry, vine maple, crab apple, etc. The land tributary to the Snohomish and Pill Chuck rivers are marsh and low lands. Such under a perfect system of drainage and dyking are making fine lands. About forty miles of ditches are built, and they are now making a ditch from Lowell to Snohomish City, ten miles in length, with a width of sixteen feet. When completed it will drain 75,000 acres of good land. The county has a population of 2,000 which is now being rapidly augmented by immigration. Snohomish City has a population of 400, and contains four hotels, five large stores, a saw mill, a weekly paper and monthly magazine.

BRITISH COLUMBIA.

[COMMUNICATED]

Port Moody is the selected western terminus of the Canadian Pacific railroad. What more can we say about it? Let us see. Port Moody—so named for Colonel Moody, of the British Royal Engineers, who was once a celebrity in these parts and who conducted most of the surveys upon the lower Fraser and vicinity, just after British Columbia was declared a crown colony—is the inner, or headmost, harbor of Burrard inlet. It may be observed that the name of this inlet, like those of most of the lands and waters about the Northern Pacific coast having an English sound, was bestowed by Captain Vancouver, in the course of his three memorable voyages to these parts. This inlet was named in honor of General Sir Harry Burrard, who was the predecessor of Sir Arthur Wellesley—afterwards Duke of Wellington—as commander of the British forces in the Peninsular war.

We have spoken of Port Moody as the inner harbor of Burrard inlet. That inlet may be considered one continuous harbor from its mouth to its head, a distance of about fifteen miles. Even English bay, outside of the first narrows and of what we assume to be the inlet proper, is a good roadstead in any ordinary weather. These first narrows are very narrow; and the tide runs through them with great velocity—so much so, that, with either a head wind or a head tide, a sail vessel had better not attempt to pass them. Practically they never do, but are always towed in and out by steam tugs. Once within these narrows, the visitor finds himself upon a magnificent sheet of water—the surroundings of which will look not unfamiliar to any one acquainted with Puget sound. These consist of lofty, wooded foothills, backed by mountains for the most part capped and streaked with snow at all seasons. Upon entering the basin within the first narrows, there appears, immediately upon the right, the little village of Granville. It is prettily situated at the water's edge, and upon the border of what is really the largest tract of nearly level land upon the shores of Burrard inlet. This tract extends

westward to English bay and southward to False Bay creek. It must here be remarked, that, for a long time, Granville was the rival of Port Moody, as the terminal station and depot of the Canadian Pacific. Even yet there are many who stoutly maintain its claims. The objections to it are, that the anchorage for a considerable distance in front is bad, there being a rocky bottom with but a few inches of mud, so that ships moored there drag their anchors upon the slightest provocation. Next, it is maintained that nothing like a sufficient supply of good, wholesome fresh water, sufficient for the wants of a small town, much less a large city, can there be provided except at an enormous expense. By the way, the indentation upon the margin of which Granville is situated, is specially known as Coal bay, owing to the certain indications of coal found in its vicinity. There can be little, if any, doubt in the mind of any geologist that the Nanaimo coal beds, on the western shore of the Gulf of Georgia, opposite the mouth of Burrard inlet, underlie the whole breadth of that gulf, and crop up on the mainland in this vicinity.

Close by Granville, on the same southern shore of the inlet, are the extensive mills of the Hastings Mill Company, surrounded by the lively village of Hastings, composed mainly of the residences of those employed by these mills. Almost directly opposite, on the north side of the inlet—which here attains about its greatest width—is the large milling establishment of the Moodyville Company, surrounded by the thriving and beautifully situated village of Moodyville. It may here be observed that the Moody for whom this place was named, had no connection with the Colonel Moody referred to above. On the contrary, he was, we believe, an American citizen, and the founder of the extensive mills just mentioned. These two milling establishments—those of Hastings and Moodyville—are the largest in the Province, with one possible exception at New Westminster.

About six miles above the first narrows, we enter the second narrows. These are wider than those below, and the tide runs through them with much less velocity. We pass upward and eastward, through another great basin of about five miles in length by an average width of a mile and a half. This is all a harbor deep enough to accommodate the largest ships afloat, and with good holding ground throughout. We then enter the third narrows, which open into Port Moody proper. But before reaching this point, we pass, on the north shore, the outlet of what is called the North Arm. This is a deep, dark fiord extending at nearly right angles to the main inlet, for many miles inland, between snow-capped mountains, with shores so precipitous as to be in great part inaccessible.

Now as to Port Moody proper; this beautiful sheet of water is between three and four miles in length and from a half to three-quarters of a mile in breadth, owing to a slight curve in the general course of the inlet, just at the third narrows. Port Moody, when once you are fairly within it, appears to be entirely land-locked. Indeed, surrounded as it seemingly is by steep, wooded hills, backed, especially on the north, by lofty and picturesque mountains, it seems more like a mountain tarn of large dimensions, than an inlet from the sea. At its extreme head there is an extent of over two thousand acres—so it has been estimated, but the estimate appears to us a large one—of

sand flats, which is covered by the tide, but becomes bare at low water. No doubt, at an early day, this space will all be filled up to a convenient level and built upon. This could be done there at much less expense than such operations usually require; for the hills to be razed for the filling in, commence at the very water's edge. On the southern side of this harbor, the Canadian Pacific *begins or ends*—as you please. Here a terminal wharf has been erected; and here the town of Port Moody has been laid out in streets, squares and building lots, according to the usual mode in such cases. There can be no doubt whatever as to this being the terminal station of the Canadian Pacific railway. It was selected as such by the Canadian government before the first blow was struck in the construction of that great work; and it is but a few weeks since the Minister of Railways, in his place in the Canadian House of Commons, solemnly declared that government had no intention whatever of changing the locality of the terminus. It may be observed that Port Moody is about five miles from the nearest point on the Fraser river, just on the bounds of the city of New Westminster, and by a road which, it must be admitted, would well bear re-making.

Here, then, by whatever name to be hereafter known, is the embryo city which is to be the permanent terminus of that gigantic work, the Canadian Pacific railroad. It seems a most seemly place for the purpose. No better harbor could be desired. It is one which could berth a fleet of *Great Easterns*, yet one in which a child might be trusted with the management of a boat, being habitually as smooth as glass and never troubled by a squall. The surroundings are picturesque in the extreme; and the immediate shores are, in no case, so steep or rugged as to cause serious difficulty in building operations; whilst, as to the greater part, they are admirably adapted to that purpose. Finally, it is the receptacle of numerous spring-fed streams of delicious water, affording a supply sufficient for any of the largest cities of the Pacific slope.

We cannot say that the rush and excitement about the purchase and sale of lands, in and about Port Moody, amounts as yet, to what is popularly called a "boom"; but already there has been a lively traffic in town lots. When once the railroad, or even the western section of it, extending back to Kamloops, is opened, the stream of population pouring into Port Moody, and the building operations and other business there carried on, will be immense. It cannot be otherwise. Its climate, unsurpassed for agreeability and healthfulness by that of any other spot in the world; its site, combining rare picturesqueness with equally rare conveniences as a town site; its fortune in having been selected as the western terminus of that most gigantic work, the Canadian Pacific railway; all definitely and determinedly point to a great future for Port Moody, and indicate that it must soon become one of the first cities upon the shores of the Pacific.

P. S. H.

The Chillecotin valley is a large, well watered area of rolling hills covered with bunch grass, with sufficient swampy ground to make it valuable for grazing purposes. The surrounding mountains are said to contain gold, silver and cinnabar, though but little prospecting has been done. There are in the valley large areas of good farming land, but owing to the fact that it lies on the west side of Fraser, over which there is no bridge

no settlements have yet been made. About 4,000 head of cattle are grazed there, and it has as yet been unnecessary to feed them in winter.

A syndicate of English capitalists have leased of the government 150,000 acres of swamp and submerged lands situated between the Idaho boundary and Lake Kootenai, which they propose reclaiming by building a canal several miles in length and changing the channel of the Kootenai river. After reclaiming they will purchase the lands and throw the same open for settlement.

Mr. James Alexander, who since 1864 has resided in New Caledonia in the service of the Hudson Bay Co., states that west of the Rocky mountains there is a great deal of open prairie land suitable for agriculture. The presence of poplar there as well as elsewhere is accepted as an evidence of good soil. The winter sets in about the middle of November, and snow lies to the middle of April. The cold is not usually very severe; although there are at times sharp snaps which last a few days. In the summer the weather is quite warm and vegetation advances quickly. There are sometimes summer frosts at Stuart's lake, where the altitude is about 2,600 feet. Barley, oats, potatoes, onions, carrots, cabbages, etc., are grown at and about Stuart's lake. The only crop that fails at any time are potatoes—the rest of the articles named being produced without difficulty. Wheat and potatoes are grown at Fort George and vicinity successfully. There the altitude is only 1,800 feet. The Peace river country which lies east of the Rocky mountains, is a beautiful section of large extent. The soil is fertile, well watered and wooded, and prairies are extensive; the latter are not so large as those of the Saskatchewan, but the character of the soil is better. Bushes are weighed down with the weight of berries. Peavine grows so high and thick that it is sometimes difficult to get through it. The Hudson Bay Co.'s people raise all the vegetables and grain they require for themselves and animals. The chinook wind is a warm, soft current of air which occurs frequently in the winter and breaks the back of the cold. This wind is more commonly felt in the Peace river district than in the vicinity of Forts Stuart and George. The timber in the Peace river country is spruce, birch and poplar and the wooded tracts are extensive. Intending settlers will have no difficulty in getting wood for any purpose. The timber around Stuart's lake and vicinity are the Douglas pine, spruce, black pine, birch and poplar—the latter is used as firewood. Smoky and Pine rivers wind through the Peace river country. There will be no difficulty in building roads to and through this magnificent country.—*Colonist.*

Early in June Lieutenant Frederick Schwatka, accompanied by Assistant Surgeon George F. Wilson, C. F. Homan of the topographical corps and a small detachment of soldiers, started upon an exploring trip in Alaska. He had secured a fine outfit of hunting and fishing materials, and expected to start across the country from Chilcat to the waters of the upper Yukon, and explore that stream to its mouth.

The salmon business is very lively in Alaska. The Northwest Trading Company and the Chilcat Packing Company, at Chilcat, are nearly ready for business, having each a very large cannery. They expect to put up 20,000 cases this season,

and also several thousand barrels of salt salmon. They will do well, as the salmon in these waters are in great abundance and of excellent quality. Besides these there are numbers of smaller canneries and places at which they are salting salmon. The Northwest Trading Company at Killisnoo are making great work among the codfish. They are drying and boxing it for market. This will soon be a great industry for the country, and the small price at which fish can be bought makes it an easy matter to compete with the east. Ten Indians catch with lines from 2,000 to 3,000 fish per day, and if they had any of the improvements for catching them they could supply more fish than twenty companies could can. At Sitka Captain Morrison has the old government boat house all in order as a cannery. He expects to salt several thousand barrels of fish this year. This is an experiment, and if successful they intend to erect a very large cannery next season.

Messrs. Palliser, Palliser & Co., of Bridgeport, Ct., the well known Architects and Publishers of standard works on architecture, have lately issued a sheet containing plans and specifications of a very tasteful modern eight-room cottage with tower, and also with the necessary modifications for building it without the tower, and with but six rooms if desired. In its most costly form, the outlay is estimated at \$3,000; without the tower it has been built for \$2,500; and if only six rooms are included, the cost may be reduced to \$1,700 or \$2,000. Details are given of metals, stairs, doors and casings, cornices, etc. The publishers have found 't the most popular plan they have ever issued, and state that it has been adopted in more than five hundred instances within their knowledge. The same firm issue specifications in blank adapted for frame or brick buildings of any cost; also forms of building contract, and several book on modern inexpensive, artistic cottage plans which are of great practical value and convenience to every one interested.

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We herewith append a scientific statement in attestation of the merits of this "Greatest discovery of the Century."

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Rex Magnus is *safe, tasteless, pure*, and Prof Johnson adds in his report, "I should anticipate no ill results from its use, and consider it no more harmful than common salt."

The room in which these trials were carried on (January 31 to March 7), has been warmed by a coal stove. Observations generally taken twice or thrice daily, with a self-registering thermometer have shown an average daily minimum temperature of 55° and maximum of 84°, the daily mean temperature having been 70 degrees."

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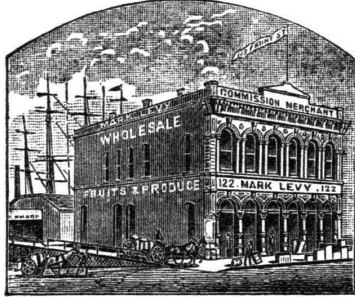
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Oregon.....	Sun.. " .. 8	Columbia..	Sat.. " .. 7
State.....	Wed. " .. 11	Queen.....	Tue.. " .. 10
Columbia..	Sat.. " .. 14	Oregon.....	Fri.. " .. 13
Queen.....	Tue.. " .. 17	State.....	Mon.. " .. 16
Oregon.....	Fri.. " .. 20	Columbia..	Thu.. " .. 19
State.....	Mon.. " .. 23	Queen.....	Sun.. " .. 22
Columbia..	Thu.. " .. 26	Oregon.....	Wed.. " .. 25
Queen.....	Sun.. " .. 29	State.....	Sat.. " .. 28
		Columbia..	Tue.. " .. 31

RAIL DIVISION.

On and after March 18, 1883, transfer steamer
leaves Astoria dock, Portland, at 7:20 A. M., con-
necting 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
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Leave Portland for	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Astoria and Lower Co- lumbia.....	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Dayton, Or.....	7 A. M.	.....	7 A. M.	.....	7 A. M.	.....
Corvallis.....	6 A. M.	.....	.....	6 A. M.	.....	.....
Salem.....	6 A. M.	.....	.....	6 A. M.	.....	.....
Victoria, B. C.....	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	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.

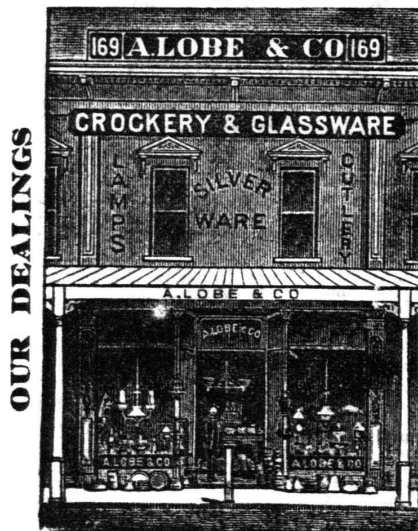
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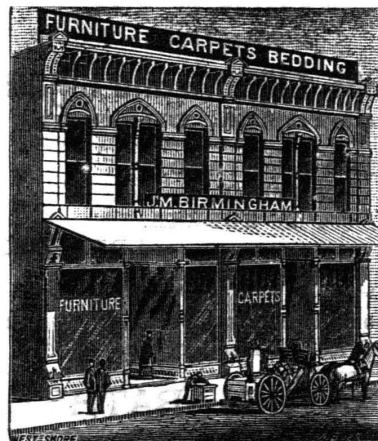
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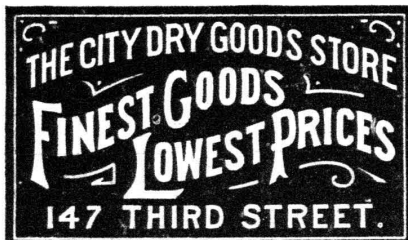
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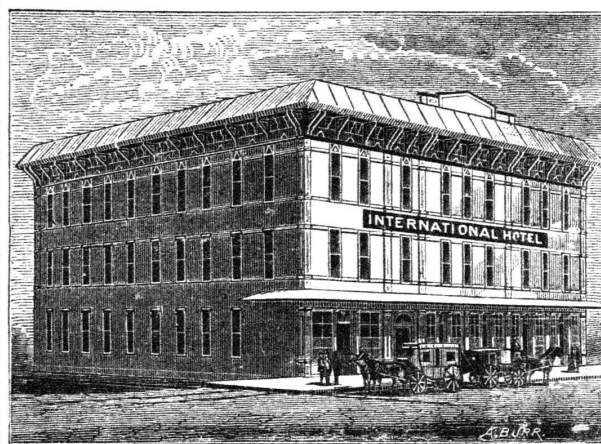
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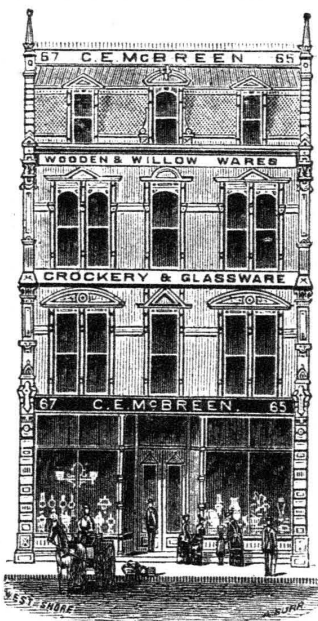
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