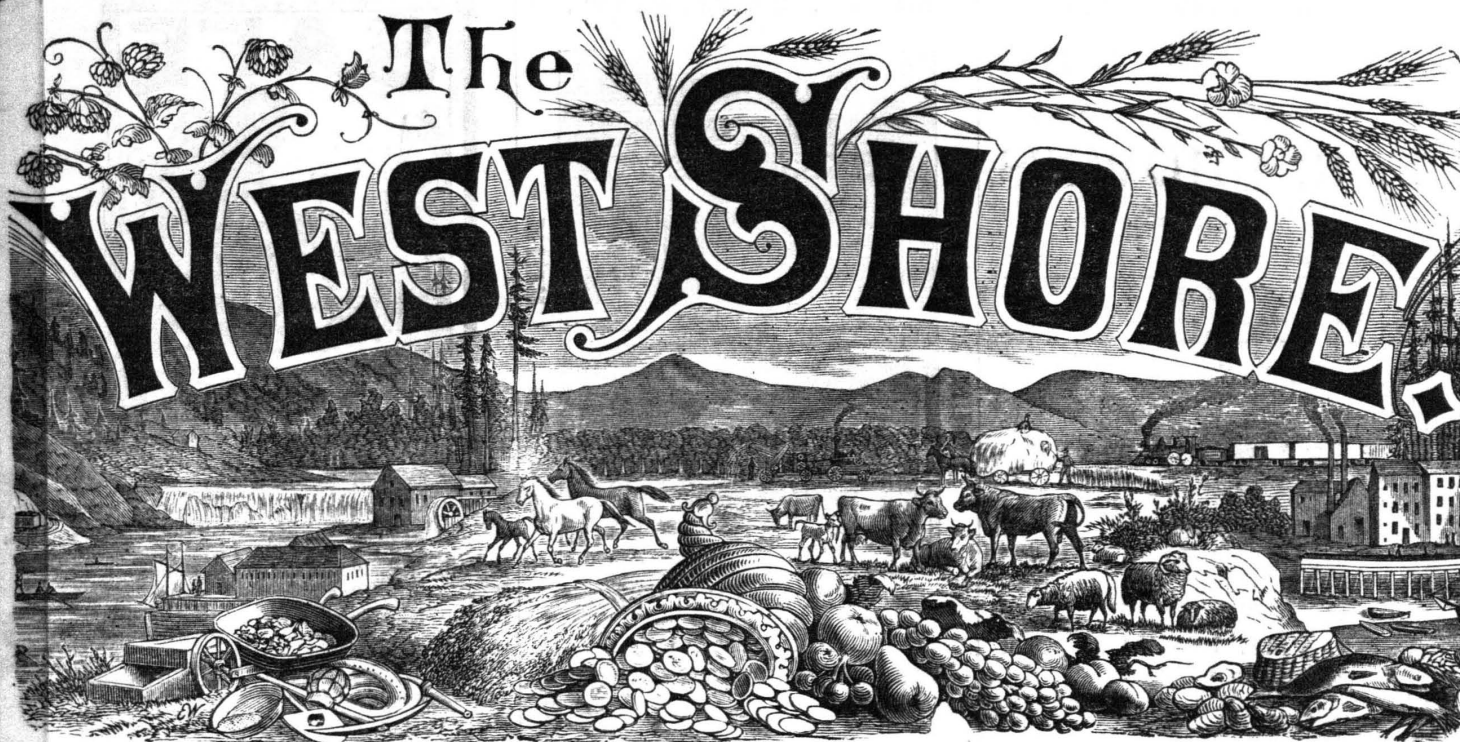


March, 1883.

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AN ILLUSTRATED PAPER.

Devoted to

The Resources of the Pacific Northwest

Published by L. SAMUEL, Portland, Oregon.

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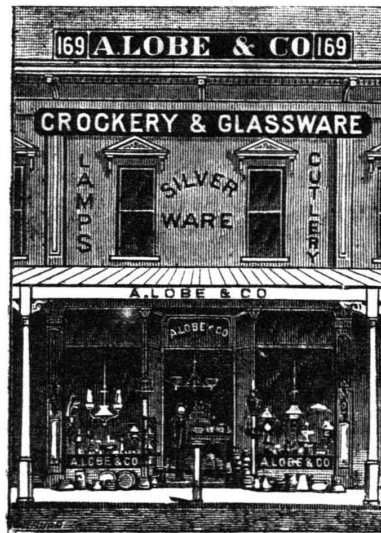
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THE WEST SHORE.

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Craigie Sharp, Jr.,

Is fully authorized to transact business for this publication.

SPECIMEN NUMBER.

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

NOTICE.

In addition to the usual amount of interesting and valuable information about the Pacific Northwest in general, the April number of THE WEST SHORE will contain an article descriptive of Montana and its manifold resources, and of Helena, the capital. There will be a splendid panoramic view of that city and twenty-eight other illustrations of its streets, schools, churches, residences and prominent buildings generally. The value of such a number is inestimable, as by its thorough distribution Montana will be made known to thousands by whom she is now supposed to be but a stock range, and a waste of rocky crags, with here and there a dilapidated mining camp. How utterly absurd such an opinion is, our descriptive article and the faithful reproduction of the streets and buildings of her capital will amply demonstrate. The succeeding number, which will appear early in May, will contain our trip through Wonderland, from Portland to St. Paul. In gathering information and preparing illustrations for this number the publisher has permitted no expense to prevent him from arriving as near to perfection as possible. The engravings embrace everything interesting and picturesque in the scenery along the route in Oregon, Washington, Idaho, Montana, Dakota and Minnesota, especially the wonderful sights of the National Park of the Yellowstone and of Pyramid Park, or Mauvais Terres. It will be the most complete and extensive presentation of wonderful scenery ever given in a single number of any publication, and its value cannot be overestimated.

THE NEW HOTEL.

Our double-page engraving of the new hotel, now being erected on the Central school block, speaks for itself. Its quaint style of Norman architecture suggests those massive castles around which clings the romance of the middle ages. When completed and furnished it will cost the Northern Pacific Terminal Company nearly half a million dollars.

The New York *Sun* inveighs against the growing evil of opium smoking, small gambling and other vices introduced and fostered in that city by the Chinese. A short flight of memory carries us back to the time when the Eastern press scoffed at our complaints of similar evils, and said that we trumped them up because the Chinese were so industrious as to be crowding out our own lazy selves. We wonder if the same cause is operating in New York, and if the *Sun's* industrial toes have been stepped upon.

There is considerable elbow-room left in this region and immigrants need not fear being unduly crowded. Take a population in Oregon and Washington of 270,000, scattered over 165,000 square miles, and we have a fraction less than two to the mile. At an average of five to a family, we have 54,000 families. If one-half of these own farm lands, it gives five square miles to each family, or 3,200 acres. Come along, you will not be crowded.

The legislature of Nevada has been considering the question of adopting a system of irrigation under control of the State. If undertaken in the proper spirit and placed in the hands of competent and honest men, it will be the salvation of Nevada. We have passed over millions of acres of as fertile soil as one would care to see, which only need the vivifying power of water to turn them from a sage brush waste to fertile farms. Wind mills could do much for Nevada, but a system of canals running from the various great natural reservoirs can do infinitely more. Water is all the State requires to become one of the most prosperous in the Union.

The new rooms of the Portland Merchants' Exchange Association were opened on the tenth of March, and not only present a neat appearance, but are admirably arranged for carrying out the objects of the association. On the walls are large bulletin boards bearing the intelligence desired by the members, constantly revised and reliable. Information is collated and bulletined under the following heads: "Vessels Loading for Columbia River," "Vessels in Port and at Astoria," "Vessels on the Way to Neighboring Ports," "Vessels on the Way to Columbia River," "Vessels at Astoria, Finishing, etc.," "Stock Quotations," "Eastern Markets," "Produce Receipts," "Freights," "Astoria," "Cape Hancock," "Kalama," "Miscellaneous." Files of commercial journals and leading papers are kept, as well as registers of daily shipments and receipts.

Every steamer from San Francisco is now bringing from 300 to 500 passengers, three-fourths of whom are strangers coming to settle or to spy out the land. The same is true of vessels to Puget sound. From all advices we are led to expect twice as heavy an immigration as the great one of last season, and an especially large influx as soon as through rail communication is opened. The soil, climate and resources of this great region are as varied as the rainbow's hues, and the intending emigrant should carefully inform himself before taking a decided step. It were better, where a number are coming, to send one in advance to make a suitable selection for them all, or in other cases, for the head of a family to precede them for the same purpose. Much time and money are frequently squandered by people who emigrate in a hap hazard fashion, and who are constantly going to the wrong place and seem never to be suited. First decide upon what you want to do, or, if a farmer, what character of soil and climate you desire, then inform yourself upon the location that will suit you,

and when once started let no one turn you from the track. Word has been telegraphed over the country by the California Immigration Society that immigrants receive but little attention in this region, and find difficulty in obtaining information, Walla Walla being especially mentioned. The facts are that the immigrant need never want for clear and reliable information, cheerfully given, if he will apply at proper places. In the immediate vicinity of Walla Walla the lands have all been taken for a number of years, and it is folly for a man to suppose that he can find open land within a stone's throw of a city that has been settled for more than thirty years. In that city, however, there are a board of trade and the U. S. land office, and at either place he will receive sound advice and reliable information. Free hotels for immigrants can hardly be expected in a country where one-half the people have not worn out the boots they brought with them; yet at Spokane Falls such a place is being prepared, and no doubt other cities interested in attracting settlers to their vicinity will do likewise. In California they feel a need of immigration to save the State, and consequently have taken great pains to invite it as well as to seek out locations; it is better, however, to suffer the inconveniences of "rustling" a little for good land in a new country than to settle upon locations so courteously selected, only to find oneself placed upon a desert, requiring five years of starvation and work upon irrigating ditches to make it productive.

Montana papers complain that hunters who have taken large meat contracts have gone into the National Park for the purpose of slaughtering the game that abounds there. This is a shame and should be prevented. Congress should make provisions for a complete and effectual protection of the park from hunters of every kind. We fear, however, that there will be still more cause for complaint in the future. If every tourist turns himself into a game exterminator, it will take put a few years to clear it of all animal life. To be sure there are rules forbidding the killing of game, but rules not enforced by penalties are of little avail. The park can be made a grand preserve where the larger game animals of the Rocky mountains can propagate themselves perpetually, the natural overflow furnishing sufficient sport for the legitimate huntsman beyond the limits of the preserve. Within the park not a gun should be fired or a trap set, and in this way only can a complete extinction of the game animals of America be prevented. The park superintendent has been recently instructed by Secretary Teller to enforce the rules against destroying the following animals and birds: Buffalo, bison, moose, elk, white-tailed or black-tailed deer, mountain sheep, Rocky mountain goat, antelope, beaver, otter, marten, fisher, grouse, prairie chicken, pheasant, wild goose, duck, robin, meadow lark, thrush, gold-finch, flicker or yellow-hammer, blackbird, oriole, jay, snowbird, or any of the small birds commonly known as singing birds. We hope he will be able to do so, but fear he has not been clothed with sufficient power.

WANTED.

The scarcity of building material is a serious inconvenience felt throughout the whole Northwest. With thousands of square miles of timber we are without lumber, and this, too, when saw-mills are working day and night. The reason for this is, the great mills on Puget sound, some of which cut 200,000 feet per day, ship their product to San Francisco and foreign markets, generally on large contracts, and the home supply has to come from smaller mills. To ship lumber into the interior would involve an expense such as to almost preclude its use. Every county and district has its saw-mills, and the local supply and demand has chiefly regulated the price and quantity cut; but the wonderful activity in building during the past and present seasons has rendered these mills incapable of supplying the market. New ones are going up on every hand, and still there is a dearth of lumber. Especially is this inconvenience felt east of the Cascades, where lumber does not grow on every man's quarter section. This evil, however, will be remedied; but there is a still greater one, and that is the scarcity of brick. From every city and town in the new and growing regions there is a universal demand for brick. At Seattle, Steilacoom, Tacoma, Olympia, Vancouver, Penderton, Walla Walla, Dayton, Colfax, Sprague, Cheney, Spokane Falls, and all along the lines of railroad through Idaho and Montana, there will be business blocks and residences erected this season almost without number. If brick could be had at a reasonable price or in sufficient quantity, the majority of business blocks, at least, would be constructed of that material. The builders prefer it, and will only use wood by force of necessity, and yet not one of those places has enough to supply its wants, and some have none whatever. It is not for lack of material, nor, even, for want of brick yards. It is because the facilities at present are entirely inadequate to supply this unprecedented demand. A man who understands the manufacture of brick cannot fail to make money almost anywhere, and a laborer who can mould even a semblance to one need not be idle for want of work at good wages. If some Eastern manufacturers do not see here an inviting field, we call them blind, indeed. The demand for brick will not end with this season nor the next. It will be permanent and continuous. Not only are men with capital needed, but laborers, men who can mould and burn. There are room and work for both.

We need labor in this great region. We need it as badly as the boy did the wood-chuck. We are short of lumber because there are not enough men who can go into the woods and get out logs for the mills. There are men enough who will build mills if the logging could be done. Houses are desired by the thousand, and carpenters cannot be had to build them. Brick blocks are wanted by business men, but there are not brick-makers enough to supply the material. Enough masons cannot be found to lay the bricks now being made, and if all the brick needed could be obtained there are not half enough masons to lay them in mortar. Carpenters, bridge-builders and masons are in great demand by the railroad companies as well as unskilled labor. Men are sadly needed on the Canadian Pacific, as is evidenced by the following item in a paper published in British Columbia:

"Mr. A. J. McLellan left this morning for Portland, where he will collect all the mechanics and laborers that can possibly be got together. In many cases Mr. Onderdonk will pay the expenses of the men's wives and families to the Province for the sake of getting desirable labor on the railroad."

No carpenter, mason, blacksmith, machinist, lumbermen, brickmaker, plasterer, tailor, shoemaker, farm hand, or general laborer, need fear for want of employment. A list of wages paid in Portland will be found elsewhere in our columns.

We of the Pacific Coast have been wont to pride ourselves upon our mild and equable climate. We have congratulated each other at home and boasted of it abroad, possibly to an undue degree. Our newspapers have harped upon the theme, it has been proclaimed from the platform, and the halls of Congress have echoed to its repetitions. We have ascribed it to the genial influences of the Japan current flowing steadily along the coast, and have been so persistent that the whole world has bowed down to worship the twin deity of "glorious climate" and Japan current. But, alas, we are now undone. Our Japan current has been feloniously abstracted. A learned Eastern professor has demonstrated that it is lost in the Arctic ocean, so thoroughly lost that it has not yet found its way out and never will, and in this heartless outrage he has the support of sundry and divers other learned but unscrupulous men. It naturally follows that the perennial green of this beautiful northwestern coast must fade, and a bleak, bleak and desolate waste be all that is left to remind us of what we once had. But let us not despair. Perhaps the professor may discover that he is mistaken, and restore the current he has so ruthlessly filched; or, better still, it may itself escape from the intricate mazes of Arctic icebergs and hasten to our relief. Our fear is not unmingled with hope.

We constantly hear of Oregon wool, Oregon wheat, and Oregon cattle, when in fact the terms apply to the products of Oregon, Washington and portions of Idaho and Montana. At least half of the "Oregon wheat" of last season came from Washington Territory and Idaho, and the present year will see that section supply two-thirds of the shipment. A more comprehensive term should be used, such as "Columbia Basin wheat," or "Pacific Northwest wheat," or something to express the facts. The same is true of wool and cattle. Oregon is a grand state and produces enough to make its name famous abroad, without absorbing credit for the production of its neighbors. The name was bestowed when it expressed the facts as they were, but times have changed and the name should change with them.

Mr. M. A. Blowers of Monticello, Minnesota, writes us under date of March 10th: "The past winter has been a very cold one. The snow is still about two feet deep on an average, and the streams are still bound in icy fetters." What a contrast! It is now the twentieth of March, and we are enjoying our eighth consecutive week of warm, sunny weather, during which there have been but two days of rain. The streets are as dusty as in summer and the watering carts are busy wetting them down. Base ball and the outdoor sports are flourishing, while the sowing of spring wheat is nearly all completed. The cold

wave in January reached us for a few days, but the thermometer was content with 7° above zero, instead of going to 30° or 40° below, as it did in the East at this latitude.

THE LABOR MARKET.

The condition of the labor market in Portland is an index to its status throughout the whole Northwest. A scarcity of labor here indicates a still greater scarcity at other points. Labor naturally seeks the largest places as offering the most opportunities for employment. For these reasons the scores of towns and cities springing up are unable to secure the labor necessary to construct the buildings they desire to erect. Mechanics are in great demand at high wages. On the contrary the professions are over-crowded and all the avenues of genteel employment are fully occupied. The labor market in this city, in detail, is in the following condition:

Stonemasons are getting \$5 per day, having recently been raised from \$4 because of demand for labor.

Brickmasons now receive \$6, and before the first of May will be getting \$7.

Plumbers get from \$4.50 to \$5, and are very scarce. Good ones are in demand.

Carpenters receive \$3.50 for ordinary work and those employed upon fine work get \$4. Good carpenters and joiners can have steady employment at \$4.

Plasterers are very scarce at \$5 a day, and the few outside cement hands that can be had are getting \$6.

Lathers have been getting \$2 per M, and are now receiving \$2.50.

Painters receive \$3.50 to \$4, and good ones are scarce.

Tinners and iron cornicemakers get \$3.50 to \$4.50, and good ones are in demand.

Iron moulders, \$2.50 to \$4.

Machinists, \$2.75 to \$3.50.

Cabinetmakers, \$2.50 to \$5. Plenty of work for good men. Extra good men can get steady work at \$5.

Wagon and carriagemakers and general blacksmiths get \$2.50 to \$4. First-class men are in great demand. Horseshoers get \$2.50 to \$3.

Harnessmakers, \$2.50 to \$3.50. Good workmen can get steady employment.

Stone and marble cutters, \$3.50 to \$4. A few good men wanted.

Common laborers are wanted at \$2.50 in the city, and at other points and on the railroads work can be had at \$2 to \$2.50 per day.

Speaking of the Bridge river diggings in British Columbia, the *Colonist* says: "Whether these mines will ultimately prove to be worthy of white miners or not, it is certain that Indians have, collectively and individually, taken out large amounts of gold. Nuggets of considerable value and number have from time to time been purchased from them, many of which were obtained by crevicing. It might prove of great advantage to the upper country if this section of it were thoroughly and systematically prospected. Gold is not confined to the particular locality now being imperfectly worked by natives, but is found distributed over a large extent of ground, and persevering search may develop surface and deep diggings that will be of immense benefit to the province. It is not at all unlikely that rich quartz may also be discovered in those mountain ranges."

MONTANA.

The Settlement, Resources and Prospects of Summit Valley and Silver Bow County.

Butte City, the Great Mining Center of the Northwest.

Although Silver Bow is the smallest of Montana counties, having an area of less than 800 square miles, it has long occupied the position of first in population, in wealth and in the energy and enterprise of its citizens.

The earliest settlement of the county was at Silver Bow, now a small town situated seven miles southwest of Butte City, upon the banks of the limpid stream from which it takes its name. The village is built upon a bend of the stream, which forms a perfect figure of a gracefully curved Indian bow, and from the mountain peaks which surround the beautiful valley, the glistening waters of the "Silver bow" etched in shimmering sheen upon a dark ground of furzy grass, forms a striking feature of the landscape.

In 1864 gold was discovered in the gravelly soil of Summit valley, on the borders of which the settlement had been established, and Silver Bow became a flourishing placer mining camp. The section in which Silver Bow county and Summit valley are situated can claim relationship with the forest lowlands and fertile plains of Oregon, as it was a part of that extensive territory as first organized. Subsequently it was successively attached to Washington and Idaho territories, and was at one time a portion of Walla Walla county.

Summit valley nestles among the mountains 5,700 feet above the sea level; and the waters which start from the surrounding peaks on their devious courses to the sea, descend over a mile before they pass the mouth of the Willamette below Portland. One of the most interesting features in the topography of Silver Bow county, is the extreme apex of the eastern and western water sheds (see illustration), which is formed in a spur of the Rocky mountains, at a point six miles east of Butte City, and which literally divides the waters of the Pacific and Atlantic oceans. From this point flow the clear mountain waters of Boulder creek eastward into Jefferson river and thence through the broad channels of the Missouri and Mississippi, to the Gulf of Mexico; and on the western side the head of Silver Bow creek forms the extreme and principal source of Clarke's fork of the Columbia; which in its meanderings bears various names, commencing at the mouth of Silver Bow creek with Deer Lodge river, then successively, Missoula, Flathead, Pend d'Oreille, Clarke's fork and Semiacquaitaine rivers. The good old historical name, Clarke's fork, should be retained from its source to the Columbia.

Upon the organization of Deer Lodge county, Silver Bow was made the county seat; but in 1865 the discovery of rich placer diggings in the northern part, caused an exodus of population in that direction, and resulted in the removal of the county seat to Deer Lodge. What now constitutes Silver Bow county remained a portion of Deer Lodge county until the spring of 1881, when it was created a separate municipal organization, with Butte City as the county seat. The placers of Silver Bow creek, discovered in 1864, were exceedingly rich, and being found in the wash from the buttes and mountain spurs surrounding Summit valley, led the hardy pioneer miners to

prospect in the hills for the deposits of mineral which have since been developed in the vicinity of Butte City; and the rich gold, silver and copper ledges which are now contributing their annual millions to the wealth of the nation, were known and many of them staked off in claims, as early as 1864-65. Owing to the difficulty of obtaining machinery—freight rates as high as twenty-five cents per pound being paid in early days—the progress of development was very slow; and not until the near approach of the Utah and Northern railroad in 1874-75, did the mining interests of Summit valley receive the impetus which has resulted in building up at Butte City the greatest mining center of the Northwest.

BUTTE CITY.

At that time Butte City was a straggling mining camp of less than 500 inhabitants, situated on a low spur of the Rocky mountains at the northern extremity of Summit valley. With the advent of the railroad and superior transportation facilities, every energy of the camp was quickened into new life, and an influx of population and capital was witnessed, rarely equaled even in this land of "boom" towns. Quartz mills and copper smelters have been erected, and new mines opened in every direction, until the city of Butte has emerged almost at a single stride from the uncertainties of an undeveloped mining camp, with an unsettled and turbulent population and possessed of but few of the modern appliances of civilization, into the dignity of a city populated by nearly 7,000 citizens, who have there built their homes and invested their capital; a city built of solid masonry upon foundations of enduring stone; the mines, counting houses and places of business in instantaneous communication through the medium of the telephone; the salesrooms, banking houses and immense reduction works lighted by electricity, and the private residences served with pure mountain water by extensive water works. As an evidence of the increase of material wealth it may be cited, that for the year 1881 the total assessment list for Silver Bow county, four-fifths of which may be credited to Butte City, amounted to \$4,424,640. For the year 1882 taxes were levied upon property valued at \$5,767,030, showing an increased valuation during the first year of the county's existence of \$1,342,390; and at the close of 1882 the county was out of debt, with a balance of \$60,000 in its treasury. During the past year brick buildings have been erected in the city valued at \$225,000, and frame structures valued at \$175,000. The merchants report an increased volume of business, averaging fifty per cent. over the sales of 1881; and transactions over the counters of the three banking houses, Donnell, Clark & Larabee; Hoge, Brownlee & Co.; and First National, amounted to \$87,600,000, against \$37,400,000 in the previous year. The most extensive and best equipped mills and hoisting works in the world, have been built by the mining companies at Butte during the past twelve months.

The schools and churches will compare favorably with those of any city on the coast claiming but 7,000 inhabitants. St. John's Episcopal church contains a memorial window, which for beauty of design and execution has no equal in the Northwest. It was made in England and with freight and duty cost \$1,000. It is the gift of W. A. Clark, Esq., in memory of Jessie, his three-year-old daughter, who died in 1878.

Butte City justly boasts of having the most handsomely fitted post office on the Pacific Coast, not excepting San Francisco or Portland. Both of these places have larger offices and finer buildings, but neither one of them has as handsome or conveniently arranged interior. For this distinction the citizens of Butte are indebted to their enterprising and efficient Post Master, W. Egbert Smith, Esq., whose lavish expenditure of money has made it so elegant. Some idea of the business transacted here may be formed from the fact that lock boxes, which are of the latest improved Yale pattern, number up to 1099, and every box is rented. Two very excellent dailies, the *Inter-Mountain* and *Butte Miner*, are published here. They take the Associated Press dispatches, and are in every respect equal to other metropolitan journals. The *Inter-Mountain* also publishes a weekly and the *Miner* a semi-weekly, for country circulation. Besides the liberal patronage bestowed upon their home papers, the citizens of Butte receive a vast number of outside publications, and the two leading bookstores, Messrs. C. N. Moore and Richards & Grix, report large sales of the better class of literature. The last mentioned gentlemen also do an extensive business in musical instruments.

The Utah and Northern railroad, forming direct railway communication with the East, now delivers its daily train loads of passengers and freight at the city portals; the Northern Pacific is reaching out its arms of iron in the direction of the "Little Giant" of the Northwest; the tide of immigration and capital has commenced its inward flow, and the future of Butte is fully assured.

SUMMIT VALLEY MINES.

The country rock in Summit valley mining district is micaceous granite. The ores are principally argentiferous and cupriferous, as a rule carrying more or less gold. The mines and reduction works, besides those made the subject of illustration in this issue of THE WEST SHORE are numbered by the hundreds; and although many of them are of sufficient importance to entitle them to extended notice, it would be impossible to do so within the scope of this article. Among the principal mines are the Alice, Moulton, Lexington and Anaconda, which are subjects of illustration. The most extensive reduction works are the Dexter, Silver Bow, Clipper, Moulton, Alice and Lexington quartz mills, and the Montana Copper Company, Colorado and Montana Copper Company, Parrott, and Longmaid Concentrator, smelting works.

The Alice Gold and Silver Mining Company, has been one of the most conspicuous figures on the New York mining stock and exchange board during the past year. The company, composed of New York and Salt Lake capitalists, and under the management of Walker Brothers of the latter city, with Wm. E. Hall as superintendent at the mine, is now working three properties, the Alice, Magna Charta and Valdemere—all of which are yielding an output satisfactory to the management. It is the deepest mine in the camp, sinking being now in progress for the 800 foot level. Their sixty-stamp mill (see illustration) is the largest dry crusher in the world, and with their smaller mill the company is able to keep eighty stamps constantly dropping. The first bar of Alice bullion was shipped November 7, 1877, and silver bar No. 2,202 was shipped February 24, 1883, representing a total value of \$4,404,000.

The Moulton mine is a fine property, principally controlled by local capitalists, with W. A. Clark, of Donnell, Clark & Larabie, as president of the company and J. K. Clark as superintendent. Their forty-stamp mill ranks with the Lexington and Alice as among the largest dry crushers in the world. The mine is developed to the 500 foot level, and produces a regular and satisfactory output of ore.

The Lexington mine and mill form one of the most notable properties of the camp. The mine was worked until November, 1881, by A. J. Davis, one of the pioneer miners of Summit valley, who, having become a millionaire through its product, at that time sold a controlling interest to a French company on the basis of a \$4,000,000 capitalization. The Parisian company has since erected the magnificent fifty-stamp quartz mill shown in our illustrations, which is now producing an average bullion output of \$100,000 per month. The mine and mill are under the immediate management of F. Medhurst, resident director, and A. Wartenweiler, superintendent.

The Anaconda property was recently purchased by a San Francisco company, at the head of which is the well known firm of Haggin & Tevis, which has erected during the past winter immense hoisting works (see illustration). The surface workings have produced a high grade of argentiferous ore, but the lower levels have developed a remarkably rich copper deposit, for the reduction of which extensive smelting works will be erected the coming summer. The shaft house is said to be furnished with the heaviest machinery, and is the most completely equipped on the Pacific Coast. The company also operates the St. Lawrence mine, adjoining on the east. Both properties are under the direct supervision of Marcus Daly.

THE SOLID FIRM OF BUTTE.

Solid, and Sands & Boyce, are synonymous in Montana, and the new arrival here will, before taking a thorough inventory of surrounding be somewhat at a loss to know what such an extensive firm can be doing in Butte, claiming a population of only 7,000. A two or three days' stay here, a look at the rich mines and immense mills, a visit to a few of the plain looking but elegantly furnished houses, however, will soon convince any one that only an extensive firm with ample capital can hope to successfully cater to the refined tastes of the inhabitants of Butte, the modern Golconda. Portland with all its boasted wealth and large establishments, has not a retail house so complete in all its appointments as the one here mentioned. Our illustration gives a fair idea of the exterior. The building extends back from Main street one hundred feet, where an enclosed crossing over a narrow street or alley of twenty feet connects the main salesroom with another one 60x25 feet, giving them a total area of 145x60 feet, splendidly lighted by windows and skylights, and at night by Brush electric lights of 7,460 candle power. The basement on Main street, and which on West Broadway, owing to the lower grade of the street, forms the first floor, is one hundred and twenty-five feet in length. This is utilized for unbroken packages only, and is but seldom entered except by those connected with the firm. In all these vast store and salesrooms barely an inch of unoccupied space can be observed, every portion being filled by merchandise of some sort. In carpets alone, which embrace

everything from ingrain to the finest Axminster and Wilton, a \$25,000 stock is carried; to this must be added a complete assortment of lambrequins, curtains, window shades and wall-papers, a full stock of gentlemen's clothing, underwear and hats; and the specialty of the firm, dry goods and articles for ladies' wear. This includes special importations of French shoes, slippers and sandals; and a complete assortment of ready-made suits and cloaks, up to the \$150 evening dress or \$500 seal skin cloak. A lady is in charge of this latter department, to fit and make necessary alterations. A few hours' shopping at Sands & Boyce's will suffice for a lady to obtain a complete *trousseau*, from the wedding to the traveling and morning dress, all fitted and ready for use. With only twelve clerks under the personal supervision of Mr. J. R. Boyce, Jr., the retail sales of the firm ran up into the hundreds of thousands during 1882. The salesrooms have all the modern conveniences and are in telephonic communication with all the mills and mines in and about Butte, and with the towns of Silver Bow, Deer Lodge and Helena, a distance of sixty miles, at which latter place the associate house of Sands Bros. is located.

To better understand why solid, and Sands & Boyce, are synonymous, we need only mention that although the Butte house has been established but a trifle less than three years, Sands Bros. have been doing a lucrative merchandising business in Montana for the past seventeen years, and are classed among the cattle kings of Montana, having more than one-fourth of a million of dollars invested in raising beef for eastern markets. Mr. A. Sands, the senior partner of the firm, whose residence is at Denver, Colorado, is president of the Denver Brewing Association, commanding an almost unlimited capital, while J. Sands is the resident partner at New York, and does all the purchasing for both the Helena and Butte houses.

In the grocery line we find the firms of Lee W. Foster & Co., J. D. Thomas, and Marchisseau & Valiton, carrying very heavy stocks. All these firms report large sales for 1882. The last mentioned has been established in Montana since 1867.

The Butte Hardware Company, of which A. J. Davis, Esq., is president, and P. A. Largey superintendent, occupies a splendid brick building on Main street, 32x100 feet, besides a warehouse 40x100 and another 45x75. They carry a stock of stoves, hardware and queensware valued at \$125,000. In their manufacturing department twelve men are constantly kept busy.

James Renshaw is a mechanical engineer, and makes a specialty of mill and mining machinery. He also represents Fraser & Chalmers, of Chicago, one of the largest manufactories of mining machinery.

In the clothing line Messrs. H. Jacobs & Co. (a branch of Gans & Klein, of Helena, of which firm we shall have more to say in our next), do a large business.

The principal jewelry business is done by Messrs. Leyson & Turck. They have an elegantly fitted business place on Main street and carry a stock of diamonds which would be a credit to an establishment in a city of 20,000 inhabitants.

The leading hotel is the St. Nicholas, which, although not a pretentious building, contains very good accommodations. The proprietors are

Messrs. Aylesworth & McFarland, who are also proprietors of the famed McBurney house at Deer Lodge.

There are other very excellent business firms in Butte City not here mentioned, but it is almost a matter of impossibility to speak of all. The above will therefore suffice for the present as a fair sample of what can be found in the liveliest mining camp in the Pacific Northwest.

JUSTICE AND THE LAND GRANTS.

Justice, a rabid anti-monopoly paper published in New York, has issued a railroad map and exposition of the land grant business, which it very appropriately designates "Supplement to *Justice*." The map is covered with long dark belts showing the location and extent of the various grants, and carries the idea that about one quarter of the land west of the Mississippi belongs to the railroad companies, and this is just where it ceases to be "Justice" and becomes a "Supplement to Justice." Let us take the State of Iowa. Upon the map this is simply one black patch, with four little streaks of white here and there like rifts in a dark cloud. So apparently plastered with grants is it, that the boundary lines overlap, and in some instances cross each other transversely. It reminds us of Mark Twain's statement that the first legislature of Nevada granted so many toll road franchises that the territory was too small to hold them and the ends hung over like the ragged edge of a carpet. According to the map, ninety-nine one-hundredths of Iowa were given to railroad companies. The facts are that at different times when a territory and state, Iowa was granted land within its limits to aid in the construction of railroads for its own development. The total number of acres thus patented were 4,544,332, and the total area of the state is 35,228,800 acres, making the granted portion about one-eighth. With this 2,250 miles of road were built, being more than one-half the total mileage in the State.

Railroads have been constructed later without help from the state, but it was comparatively easy to build after the country had been opened up, settled and made prosperous by these pioneer lines. Thousands upon thousands of settlers were taken to Iowa, were sold land at small rates and on long time, and were fostered and aided in every way by these companies, who depended upon their success for maintenance of the roads. Iowa is now the most prosperous and wealthy agricultural state in the Union, and to no cause can she attribute the fact of her great prosperity, large population, freedom from debt, and commanding position, as much as to her wise policy of aiding the railroads in their work of development.

Again, let us look at the Northern Pacific. Passing over the fact that although the grant is but one-half as great in the states as in the territories, the belt marked through Minnesota and Oregon is of the same width as in Dakota and Montana, we will simply consider the effect of the grant upon the country through which the line passes. When construction was begun in 1871, attention was turned toward the great region about to be opened up. Immigration set in, and the old pioneers who had been living in the wilderness for years, rejoiced in the prospect of being connected with the world's markets, so that prop-

erty would be of some value. The failure of Jay Cooke & Co. in 1873 stopped work on the road, and with it a large proportion of the immigration. In 1877 work was resumed, and since 1879 has been energetically pushed. With the resumption of labor on the road began that mighty stream of immigration that has transformed three feeble territories into earnest applicants for admission into the Union. To particularize would be useless; every one knows the history of their wonderful growth. A wilderness has become a scene of prosperous industry under the magic wand of the railroad. Millions have been added to the wealth of the nation and of the people whose lands are claimed to have been squandered. Is it not good business policy for a man to give away one-quarter of his property if by so doing the remaining three-quarters are doubled in value? This is just what the United States has been doing. Land in the regions penetrated by these roads has been increased in value from almost nothing to many dollars per acre. Populous cities have sprung up. Schools and churches make one continuous line across the continent. The wealth, population and financial prosperity of the country has been increased so as to make us the admiration and wonder of the world. Loss of the grants, if they could be taken away, would not retard railroad building now. It has progressed too far to be stopped. The country has been developed sufficiently to make it profitable to build roads. But is it right to take away that which has been the cause of this mighty transformation? Justice, without any "supplement," says "No."

LUMBER.

Carson's new steam saw mill has begun operations at New Tacoma, W. T.

A new saw mill is being constructed in Kittitas valley, Yakima county, W. T.

A new steam planing mill is being erected in Pomeroy, Garfield county, W. T.

The new mill on Burnt Bridge creek near Vancouver, W. T., is now ready for business.

A new saw mill is going up among the fine cedar trees of Brush prairie, Clarke county, W. T.

A lumber, lath and shingle mill has just been completed in Pleasant valley, Baker county, Oregon.

The contractors for the bridge across the Columbia near Kalama, are building a saw mill at Cathlamet.

The new mill of the Yamhill Lumbering Co. has commenced work and turns out 25,000 feet per day.

A new saw mill at Canby, Clackamas county, Oregon, is working on a contract for 80,000 railroad ties.

The mill at South Bend, Pacific county, W. T., is turning out about 50,000 feet per day and can not fill orders.

St. Helens, Columbia county, Oregon, will have two new saw mills and a sash and door factory this spring.

The Westport Mill Co. has begun operations at Westport, Clatsop county, Oregon, cutting 35,000 feet per day.

A new saw mill with a daily capacity of 15,000

feet will soon be completed at Sumner, Pierce county, W. T.

A saw mill has been built on Assotin creek, W. T., twenty miles from Lewiston, which will be a market for its product.

A cedar tree was recently cut on Johns river, W. T., measuring ninety feet in circumference and containing 16,000 feet of lumber.

The Fort Benton Boom and Lumber Co. and the Montana Lumber Co. of Billings, were recently incorporated in Montana.

A mill with a daily capacity of 15,000 feet will be built on Elk river, Curry county, Oregon, in the spring. Port Orford is the shipping point.

During the past season the twenty-six logging camps of Whatcom county, W. T., employed 215 hands and cut 50,000,000 feet of logs, valued at \$300,000.

There is a general complaint of the scarcity of lumber for building purposes, though new mills are going up on every hand and old ones are running night and day.

The New Tacoma Furniture Co. has begun work in its new sash, door and furniture factory at that place. A saw mill will soon be put up by the same parties.

Wadhams & Elliott's new steam mill on the Chehalis river, near Chehalis, W. T., is 36x120 feet and cost \$20,000. They have 1,500,000 feet of logs in Newaukum river.

A large furniture factory is nearly completed at Sellwood, one of Portland's new suburbs, and a saw mill to utilize timber standing on the town site will soon be built.

In 1882 Dean & Co's. mill at Marshfield, Coos county, Oregon, ran 301 days, cut up 18,867 logs, and manufactured 13,111,235 feet of lumber, 2,332,000 laths, and 228,000 broom handles.

The Olympia Manufacturing Co. has been incorporated at Olympia, W. T., to build and operate a steam mill in that city for manufacturing laths, shingles, doors, sash, mouldings, etc.

The Goldsborough Creek Railroad Co. has been incorporated with a capital stock of \$50,000, to build a logging railroad in Mason county, W. T. Two and one-half miles will be built this season.

Blackman Bros. & Co. are constructing a steam saw mill at Snohomish City with the present capacity of 15,000 feet per day. It will soon be enlarged and manufacturing machinery be introduced.

Hanson & Co., of New Tacoma, W. T., have probably the largest gang-saw in the world. It weighs 35 tons and has a capacity of 100,000 feet of one-inch boards per day. The steel shaft is eleven inches in diameter.

The catch boom to be built on the Missouri at Benton will be 275 feet long, and have five piers 16x32 and ten feet high. They will be connected by heavy timbers secured together with chains and wire ropes. The swinging boom will be 350 feet long.

A mill to cut 20,000 feet per day will soon be built ten miles south of Dayton, W. T. Within a radius of sixteen miles from that city there will be running this season twenty saw and shingle mills, which will cut an average of 135,000 feet per day.

E. D. Smith began the first logging on Snohomish river, W. T., in 1863, and has since cleared 1,900 acres, getting 40,000,000 feet. The best he has averaged is 75,000 feet to the acre, though the lands vary exceedingly in the amount of merchantable timber standing on them.

The rush for timber lands has been very great all through Western Washington this season and continues unabated. It is estimated by mill men that the stumpage of a good quarter section favorably situated is worth \$15,000. It costs about \$500 to get title from Uncle Sam.

Two new logging railroads have been completed near Olympia, W. T. One of them is three miles in length and uses horses for motive power. The other is a narrow gauge laid with thirty-pound iron, is equipped with the most improved locomotives and cars, and will open up about 5,000,000 feet of the best quality of logging timber.

A logging railroad and timber chute are being constructed at Ankeny's landing on the Columbia below Cathlamet. The road will have iron rails and will be operated by a fifteen-ton locomotive. It will be extended gradually into the vast timber forests south of the river. It terminates on the river bank at the top of a bluff 700 feet high, down which a chute of reversed railroad iron will be constructed to guide the logs in their descent to the river.

A new composite building material has been patented by F. W. Bartlett of Buffalo N. Y. It is composed of layers of wood and natural stone suitably joined together, the stone forming the exposed or wearing surface and the wood the attaching surface. The wood is first treated with preservatives to prevent decay, its surface is grooved or perforated, one side of the stone is smoothed, leaving the other and the edges in their natural rough state, and the wood is attached to the rough surface by cement or other adhesive material.

From \$3.50 per 1,000 feet in 1879, the price of logs on Puget sound has advanced steadily season by season to \$7.00, and the demand is greater than ever before. The number of men engaged in the woods has increased three fold in three years. There is one mill that cuts 180,000 feet of lumber daily, another 150,000, and another that will soon handle 250,000 feet. Foreign shipments vary from 3,000,000 to 7,000,000 feet per month, while coast wise shipments reach 15,000,000 feet. The home demand is supplied by about two dozen mills cutting from 2,000 to 50,000 feet per day, and the market is in a chronic state of exhaustion.

In January, eleven lumber vessels sailed from Puget sound for the ports of Melbourne, Valparaiso, Honolulu, Calleo, Salina Cruz, Townsville, Australia, Shanghai, Sydney and Guaymas. They were loaded at Port Gamble, Utsalady, Port Blakely and Seabeck, with cargoes comprising 5,396,889 feet rough lumber, 374,575 laths, 513,155 feet surfaced lumber, 62,900 pickets and 200 piles, the aggregate valuation of which was \$82,443.75. In February the shipments to Chili, Sandwich Islands, Boston and China from Utsalady, Tacoma, Port Gamble and Seattle, in eight vessels, were 3,814,000 feet of rough lumber, 495,000 feet of dressed lumber, 651,000 shingles, 47,308 pickets and laths, and 30 cord of fire wood.

OREGON.

WESTERN OREGON.

Salem is preparing to erect a fine high school building.

A new Methodist church to cost about \$40,000 is projected in this city.

A farm of 330 acres near Milwaukee was recently sold for \$30,600.

Albany has under consideration the building of a school house, to cost \$20,000.

Canby Station, Clackamas county, has now two general stores, drug store, hotel and a new saw mill.

A tract of forty acres adjoining Salem has been purchased for \$6,000, and will be added to the town site.

The O. R. & N. Co.'s boats delivered and received 43,000 tons of freight at Oregon City in February.

Water power has been secured at Multnomah falls by parties who purpose the erection of a paper mill.

Three men in Linn, Polk and Benton counties last year dried 36,000 lbs. of apples, which brought from 8 to 10 cents per pound.

A scarcity of houses to rent is an inconvenience felt in Astoria. The demand for new ones is beyond the power of builders to supply.

A good quality of lime rock has been found near Dallas. The discovery is of much value, as none has before been found in the valley.

A fine woolen mill is one of the improvements expected in Salem this year, to be built by parties connected with the City of Salem Company.

One of the two State Normal Schools created by the last legislature is situated at Monmouth, Polk county. It has already an enrollment of 100 students.

The Clatsop Road Company has been incorporated to build and operate a toll road from Smith's Point to Skipanon Landing, in Clatsop county; capital stock, \$25,000.

McMinnville is experiencing great activity in real estate and building. Several additions have been laid out, and a dozen substantial buildings are in course of construction.

A ditch, to cost \$25,000, and a good flouring mill, are in contemplation by the business men of Independence. They will be valuable improvements for that thriving city.

Toledo is a new town laid out on Depot slough, near Yaquina bay, Benton county. It has two stores and a hotel. A post office and school have been in existence several years. It is accessible to all vessels that can enter the bay.

The new western extension of Astoria is called Uniontown. The site is hilly and the houses rise in tiers from the river bank. Astoria feels the business boom keenly, and is profiting by it in many ways. It will soon possess the advantage of cheap fuel as the O. R. & N. Co. is building bunkers where coal can be stored and handled.

The new flour mill in process of erection at Albina is to be 80x80 feet, six stories high, and cost about \$200,000. The mill site occupies seventeen acres and 700 feet of water front, where a large wharf is being built. The mill will con-

tain forty-two sets of iron rollers with other machinery to correspond, and will have a capacity of 1,000 barrels of flour in twenty-four hours. The warehouse will be 80x100 feet, and hold 200,000 bushels of wheat.

SOUTHERN OREGON.

A new court house is under construction in Jacksonville.

A new town called Julia has been laid out on Cow creek, Douglas county.

An extensive ledge of lime-stone has been discovered near Ashland.

An artesian well is being drilled at Roseburg, which is expected to supply all the water needed in that city for some time to come.

In anticipation of the demand when active railroad work begins in Rogue river valley, the farmers of that section are holding their grain for a large advance in price.

The Ashland College and Normal School, declared by the legislature to be a State Normal School, has now over eighty students, and expects twice as many the coming year.

At the Roseburg land office, in February, 7,029 acres were sold for cash, 2,687 entered as homesteads, 1,415 proved up, and thirty-four pre-emption filings and five timber entries made.

The wagon road from Rogue river valley to the coast will soon be completed. There is quite a strife between Crescent City and Smith river to be the shipping point for Southern Oregon.

The government appropriation for improving the mouth of Coquille river has been judiciously expended. The jetty is now nearly 1,000 feet from shore, and has changed the channel one-third of a mile north, increasing the depth of water on the crest of the bar twelve feet.

Curry county, the extreme southwestern corner of the state, has a wealth of fir, cedar and pine covering its mountain sides. At Ellensburg, at the mouth of Rogue river, there is a large canning establishment doing an extensive business, and yet is not able to use all the fish offered it. The facilities for the canning industry along the coast of Curry county are very great. Rogue, Chetco, Winchuck, Pistol, Elk and Sixes rivers offer splendid locations where the run of salmon is large. The shipping point is Port Orford, which only needs a small breakwater to make it accessible for shipping purposes to the largest vessels that float.

The *Plainsdealer* thus speaks of an industry that should be located in the Umpqua valley: "The woolen goods and blankets manufactured at Ashland cannot be surpassed in quality nor design. Ashland, though a small interior town, is far ahead of those located along our navigable rivers and railroads, and can justly be proud of its fine manufacturing establishment, where the products of their sheepraisers can be reduced to articles of utility. Why is it that our men who have the means at their disposal will not embrace the golden opportunity and invest their capital in a woolen factory? The quality of Umpqua valley wool is superior to that raised in most every other part of the state, and the manufactured products from it could easily compete with those of other localities. There is certainly no enterprise in this county which would prove so productive as a good woolen-mill."

EASTERN OREGON.

Weston, already styled the "Athens of Oregon," desires an Academy.

The prospects for a splendid crop of grain and hay in the region about Prineville are excellent.

Alkali, a railroad town between John Day river and Willow creek, is becoming a supply and shipping point for an extensive region.

The assessed valuation of Umatilla county is \$4,758,316. It has 69,646 acres of improved land, 6,131 cattle, 216,888 sheep, 4,044 swine, and 6,048 horses.

The Land and Cottage Association of Hood River has been incorporated with its main office in Portland. The object is to build a town near Hood river.

Baker City is preparing for a system of water works, and otherwise making itself ready to profit by the appearance of the railroad. Many new buildings will be erected this season.

Union is soon to have a national bank. Many new buildings are to be erected the coming summer and lumber is in great demand. The price is now from \$20 to \$30 per M.

Several imposing structures will be erected at Dalles City during the spring and summer, as well as many residences. The city exhibits a steady growth and increased business notwithstanding the loss of terminal advantages.

Badger is a new place in Wasco county midway between the DesChutes and John Day rivers, and sixteen miles from the mouth of the former. It is situated in the midst of a fine grain region and has a post office, blacksmith shop, church, school and Good Templars' lodge. There is a good opening for business of various kinds.

Blalock, Wasco county, is the end of a division of the O. R. & N. Co., and is fifty miles east of Dalles. The company has a six-stall round house nearly completed, with turn table, depot and two side-tracks. A new hotel, a large store building and a school house, are nearly or quite completed. 3,000 acres of wheat are growing near by, and the little town shows great prosperity.

The town of Echo, lying on the Umatilla river and the line of the O. R. & N. Co., about half way from Umatilla to Pendleton, is less than a year old and has several stores, three blacksmith shops, two saloons, one harness shop, a hotel in process of construction, and a flouring mill soon to be erected by J. H. Koontz, the town proprietor. It is situated in the midst of a fine agricultural section, the value of which is just beginning to be appreciated.

The Baker City *Tribune* speaks as follows of a long neglected region, popularly supposed to be valueless for farming purposes:

"The rush to the Malheur and Willow creek valleys, by parties in search of homesteads, is said to be unprecedented at this season of the year. That section is undoubtedly one of the best in Baker county, and those securing lands there now are liable to make for themselves a competency much sooner than they would naturally anticipate from the ordinary course of events, as certain movements are on foot that will have a tendency to make that region of country very desirable in the near future."

WASHINGTON.

WESTERN WASHINGTON.

Seven million bricks will be made in Steilacoom this season.

La Conner is displaying much activity in erecting new buildings.

Plans are being prepared for a large Catholic church in Vancouver.

A large store is being erected at Hoquiam, Chehalis county, by the mill proprietors.

Caryville is a new settlement in a fertile valley on Skagit river a few miles above the coal mines.

The estimated population of Chehalis county is two thousand. Property in 1882 was assessed at \$376,622.

The Bishop cheese factory, at Chimacum, Jefferson county, made 28,000 pounds of cheese last season.

Considerable stir is being made in Steilacoom; new families are settling there and new buildings going up.

Snohomish City is advancing rapidly. With two additions now being laid out the town site covers 220 acres.

A railroad to Lewis river and a large saw mill in the city are occupying the attention of citizens of Vancouver.

Schwabacher & Gatzert have contracted for 350,000 brick for their new block in Seattle at \$10 per thousand.

There is a new settlement in Puyallup valley called Chain of Lakes, and a post office with that name has been applied for.

The works just completed at Ironton by the Puget Sound Iron Co., cost \$820,000, and have a capacity of forty tons per day.

The Vancouver Water Co. will expend \$7,000 in improvements this season. Five thousand feet of six-inch pipe have been purchased.

The real estate boom at Seattle is more intense than ever. Prices have advanced and an increasing number of transfers are recorded.

A new town has been laid out near Fairhaven, Whatcom and Selah, and preparations are being made to erect a large hotel building.

A fine wharf has been completed at Union Ridge on Lewis river 100x50 feet. S. Shobert is building another wharf and laying out a town site.

The cash receipts of the Olympia land office for the last quarter of 1882, were \$81,377.46; homestead entries in the same time, 20,900 acres.

Thirty acres adjoining Vancouver on the north have been purchased by speculators at \$500 per acre, and laid out in lots as an addition to the city.

A new lime kiln has been built on San Juan Island by the proprietor of the Eureka. The combined capacity of both kilns is one hundred barrels daily.

Vancouver has just completed a \$22,000 school house, and a new brick court house is nearly finished. Other improvements are in contemplation.

The Mattulath Manufacturing Co. has sold its large barrel factory at Seattle to Claus Spreckles,

of San Francisco, for \$300,000. The capacity will be increased.

A large immigration is expected in Wahkiakum county the coming summer. The timber lands are very valuable, and are attracting much attention. When cleared, the land is fertile. Stock of all kinds do well.

The Nooksack country in Whatcom county is filling up rapidly, and all the government land will probably be taken this year. Another season it will be one of the finest and most prosperous farming sections in the west.

Semiahmoo, Whatcom county, at the extreme northwestern corner of the territory, has a fine harbor and expects at no distant day to be the connecting point between branches of the Canadian and Northern Pacific roads.

The improvement of Olympia harbor is occupying the attention of business men of that city. They feel the need of it to give facilities for handling the rapidly increasing business. Olympia is entering upon a season of prosperity it has long merited.

Twenty vessels are employed this spring in catching seals off Cape Flattery. The average catch per vessel in a season is eight hundred, valued at \$4,000. The Coast Indians also take the animals in large numbers and earn about \$100,000 each season.

The business center of the Stillaguamish river is Stanwood, near its mouth. The town has two good stores and is in want of other business enterprises. Three thousand acres under cultivation in the immediate vicinity contribute to its support, besides settlements farther up the stream.

Whatcom county is the great agricultural section of Puget Sound, and the tide of immigration has set strongly in that direction. There are valuable coal and iron lands, while timber covers the entire surface. It is one of those regions where splendid timber stands upon equally splendid soil for agricultural purposes.

C. B. Wright, Esq., of Philadelphia, the donor of the \$25,000 St. Luke's Memorial Church at New Tacoma, has assured Bishop Padlock that he will donate \$100,000 to an Episcopal college at New Tacoma, if \$50,000 are subscribed by other parties. A large proportion has been promised, and four blocks of land have been secured for college grounds.

The Washington Improvement Co. has been organized in Seattle to cut a canal connecting the waters of Union and Washington lakes, supply the city with water, use the water power for manufacturing, and to run steamers on the lakes. The canal will be only four hundred yards long and will lower the water in Washington lake six feet, draining several thousand acres of valuable land.

EASTERN WASHINGTON.

A large brick hotel is to be erected in Dayton. Columbia county has an excess of cash in its treasury.

The little valley of Selah, in Yakima county, is extremely productive and is not yet all settled.

Wenas valley, Yakima county, produced 1,000 tons of hay, 10,000 bushels of grain, and an abundance of vegetables last year.

Sprague is doing a large business in furnishing

supplies to immigrants to the Big Bend country. Twenty-five wagons in one day are reported.

The new town of Colton is to have a flouring mill, with a capacity of seventy-five barrels daily. The citizens have subscribed \$2,500 to aid the enterprise.

Uniontown is situated in Whitman county, ten miles west of Lewiston. It has two stores, blacksmith shop and hotel, and is soon to possess a brewery and flouring mill.

The improvements made in Dayton during the year 1882 amounted to \$180,000, or an average of \$120 for each inhabitant. Such is the recuperative power of a town whose business street was nearly obliterated by fire less than a year ago.

A new town named Covello, has been laid out in Columbia county, nine miles west of Dayton, on the Lewiston stage road. It has already a school house, store, and blacksmith shop, and a hotel and livery stable will soon be erected. A postoffice has been applied for.

Pullman is the name of a new town laid out last fall in Whitman county. It is on the South Palouse, and on the Moscow branch of the road now being built from the Northern Pacific to open up the Palouse country. It will be a shipping point for a large and fertile section.

Egypt is the name of a stretch of well-watered, rolling table land, lying between Spokane river and Cottonwood creek. Though much of the government land has been taken, there are yet choice claims of mixed prairie and timber lands open to settlement. Railroad land equally good can be had by purchase.

The town site of Cheney was laid out in the summer of 1880, and it now covers 275 acres. 650 lots have been sold by the railroad company, and since January 1, 1881, three hundred buildings have been erected. Spokane county owns two blocks, the school district one block, and Cheney academy eight and three-fourths acres.

Property in Cheney that sold for \$75 per lot two years ago, is now valued at \$2,500. Many new brick buildings will be erected there this season, among them a large agricultural warehouse. The business men are preparing for a great increase of business as soon as the Northern Pacific is completed.

Paul Schulze, Esq., General Land Agent, recently paid Indian Enoch \$2,000 for his possessory claim to a tract of land adjoining Spokane Falls. It is situated on a railroad section and the purchase was made simply to give satisfaction. It is Mr. Schulze's policy to deal fairly and even generously with all.

Spokane Falls is bustling with life and energy. Two large brick buildings are under way, and a furniture factory is being erected. Much eastern capital is seeking investment in real estate in the town and vicinity. The citizens have erected a large building for the free occupation of immigrant families while suitable locations are being found. There is much desirable land yet open to settlement in the region tributary to this enterprising place, and much of the emigration to the Colville country will make this the final starting point.

Isaac I. Stevens was the first governor of Washington Territory, and the first explorer of an overland railroad route near the 49th parallel. A station named Stevens, in his honor, is situated

fourteen miles from Sprague and eleven from Cheney, in the midst of a prosperous farming community. The land is well watered, and there is a fine belt of timber, with a new saw mill, near the town. A grist mill will soon be erected about two miles distant. Stevens is one of the shipping points to the Big Bend country.

Spangle, Spokane county, is a prosperous place, and is becoming quite an important town. Two stores, two blacksmith shops, a millinery store, livery stable, harness shop, notion store, saloon and hotel comprise its business enterprises. It is eighteen miles south of Spokane Falls and twelve from Cheney, with which it is connected by a stage line. The location is beautiful and a large farming country surrounds it. A splendid opening for business of various kinds is offered there. Lumber from a saw mill, four miles distant, sells for \$15; wood at \$3 per cord.

Walla Walla is increasing in prosperity daily. Real estate in the city is thirty per cent. higher than a year ago, and land near by is selling at \$150 and \$200 an acre. Several fine brick blocks were erected last season, and others will be built the coming summer. An elevator, to cost about \$250,000 will be built and in readiness to handle the crop this fall. The Trustees of Whitman College contemplate erecting a new building, to cost \$20,000. The Sisters will build a fine hospital, and the Presbyterians a large church. Capitalists are investing in Walla Walla with great confidence in its future.

The *Waitsburg Times* says of a farm near that town:

This farm comprises 1880, acres of as fine land as is to be found in the hills, 1,000 acres of which are now under the plow, and will this year, if the season is usually propitious, yield the snug little amount of 25,000 bushels of wheat. At the time of our visit there were six four-horse teams employed in seeding and harrowing, and Mr. Preston informed us that he would increase the force immediately, by the addition of six more teams. From a point on top of one of the hills, which he calls "Mt. Hood," the view is simply magnificent. At one sweep the eye takes in a range of the Blue mountains extending from the Umatilla on the south, to the Tucannon on the north, points at least one hundred miles apart, while far to the westward the summit of the Cascade range may be dimly traced, and the form of Mt. Tacoma is clearly outlined against the distant horizon. Walla Walla, Columbia and Yakima counties, Washington Territory, and Umatilla county, Oregon, are all under view at the same time, and the cities of Walla Walla, Dayton, Waitsburg, Prescott and Huntsville are readily located.

What is known as the Big Bend country will be the goal of many emigrants to Eastern Washington the coming season. It consists of that great plateau of the Columbia surrounded on three sides by the Columbia river in its long sweep to the north, and lying to the northwest of the Northern Pacific railroad above the mouth of Snake river. The land varies much in surface and character, being level, broken or hilly, and covered with bunch, rye or wool grass. The settler can have his choice of soil and location; can raise grain, fruit, hay or stock; can build a mill, or go into business. A town called Harrington has been laid out, fifty miles northwest of Sprague, and others will no doubt make their appearance in the spring. The land is both government and railroad, and settlers can get a double quantity by purchasing from the company land adjoining their locations. The best of the government land will no doubt be all taken up this season. Ritzville,

Sprague, Stevens and Cheney are the railroad towns the most accessible to this region.

The town of Belmont or Colville was laid out the past winter in Colville valley, while the snow was a foot deep on the ground. It is beautifully situated on an incline from which a grand view can be had of the valley and surrounding mountains. Lime rock abounds and a ledge of marble exists within five miles of the town. Building commenced before the town-site was fully surveyed, and much activity has been displayed in preparing for business with the coming immigrants. The Hofstetter brewery is located here. The valley is thus described by Lieut. T. W. Symons in his report of the Upper Columbia:

The Colville Valley, one of the pleasantest and finest valleys to be found anywhere in the Northwest, has been retarded in its settlement and advancement many years, by the fact that it is occupied and the lands held in large quantities by Indians and half-breed descendants of the old Hudson Bay fur traders. These people, owing to the way they have been treated and the insecure tenure on which they hold their lands, are shiftless and unprogressive, make no effort to improve and are a stumbling block in the way of civilization. When the land is surveyed and can be taken up according to the laws of the country and titles be obtained, settlers will assuredly flock into the country and Colville Valley will take the high rank that it deserves to hold among the most productive, pleasant and beautiful regions of the earth.

An accumulation of drift and dense growth of underbrush in and along the lower portions of the Colville river, has caused it, during the higher stages of water, to overflow its banks and inundate large areas of the valley. A small expense would remove all this obstruction and double the agricultural area of the valley.

Fort Colville and the town of Colville are situated about fifteen miles from the Columbia in the valley of Mill creek, which is a branch of Colville river. To the east of Fort Colville the high hills and mountains commence and stretch over to the Pend d'Oreille river, with here and there an attractive valley. In this direction trails lead to the different points on the latter river, especially to the Calispell Lake and Mission.

The mountains are not high, are timbered, and abound in game. To the north of Fort Colville there is a pretty valley, called Echo Valley, an offshoot from Mill Creek Valley. It is bounded on the east by the same timbered mountains that lie east of Colville, and on the west by a low range of hills, partly timbered and partly covered with bunch grass.

IDAHO.

The total value of the property assessed in Idaho for last year is \$9,339,281.05.

Several new firms have begun business in Weiser City, or are preparing to erect buildings. A business boom of considerable magnitude is anticipated there.

Near the Washington line, in the Palouse country, is the little town of Four Mile. It contains a store, saloon, post office, and blacksmith shop, and is soon to have a planing mill.

In anticipation of the expected activity in Lewiston real estate, a company has been organized there with a capital of \$300,000, to buy, sell, rent, and improve real estate in that city.

On the first of June a special election will be held in Nez Perce county on the question of a permanent location of the county seat. The contest is between the present possessor, the old and well-known city of Lewiston, and Moscow, its young and thriving rival.

The citizens of Lewiston have subscribed \$3,000 to open a road to what is known as the Potlatch country, the trade of which will be of great benefit to the city. The spirit of enterprise has taken strong hold of the business men of the oldest city in Idaho.

Hailey expects to become a city of 5,000 people within a year after the Wood River Branch of the Oregon Short Line is completed. The *Record* is a paper published there by the Idaho and Oregon Land Improvement Co., owners of the Hailey and Shoshone town sites.

It is stated in Southern Idaho that its population was increased 5,000 last year by the policy adopted by the Union Pacific and Oregon Short Line, of giving free passes to all laboring men who desired to come. A continuation of the policy is expected this year.

The telephone companies of Utah Idaho, and Montana have consolidated as the Rocky Mountain Telephone Co. The system is to be extended into the Wood River country, and telephonic communication will soon be established between all the principal towns and mines in the three territories. Ogden is the headquarters.

Bellevue, the most populous town on Wood river, is situated at the head of the Wood River valley, on a plateau about one mile wide. Water works will be completed in June, and about the same time a branch of the Oregon Short Line will reach it and infuse new life into its already energetic business men. It is the gateway for the whole Wood River country, and is surrounded by fine agricultural lands and many valuable mines.

Some of the Nez Perce Indians on the Lapwai reservation have fenced in tracts of eighty acres, and recently the agent was instructed to restrict them to the twenty acres allowed by Congress. He replied that it would take the whole force of the Department of the Columbia to enforce the order, and it was therefore withdrawn. The commissioner recommends in his report the allowance of 160 acres to each Indian. The reservation contains 746,000 acres, of which 300,000 are good wheat land. There are 1,236 Indians, and at 150 acres each they would occupy one-fourth of the whole, or two-thirds of the grain land, if they should all select soil of that character. The remainder could then be thrown open to settlement. A judicious decision of this question will be of vast benefit to Northern Idaho.

Shoshone is the name given to the present terminus of the Oregon Short Line in Idaho. It is at the junction of the Wood River branch of the main line and is situated about fifty miles south of Hailey, in the open meadows of the Little Wood River valley, at an altitude of 4,500 above the sea. It is forty miles north of the famous Goose creek country, and to the north of it lie large areas of fine agricultural land, while rich bunch grass lands afford grazing for large bands of stock. It will be the commercial, supply and shipping point for a vast agricultural, mining and grazing region. Merchants of Salt Lake, Boise City, Blackfoot, Ogden and other places have opened business houses here, and a few weeks have seen a city spring up in the wilderness. It is a division terminus and will have shops, round house, etc., and will become one of the most important commercial and railroad towns on the line. Shoshone falls, one of nature's greatest wonders and second only

to Niagara, are but twenty miles distant, and will be sought by many tourists in their visits to the great attractions of the Coast. The present name of the post office is Naples.

Owyhee county, says the *Avalanche*, lies in the southwestern corner of the territory, with Snake river for its northern boundary. It was organized some eighteen years ago, but subsequently it was divided, Cassia county being taken from it. At the time the county was organized, but few persons thought of agriculture or cattle raising in this section. On the contrary they were all looking for rich placer mines and quartz ledges, the former of which were found in the creeks and gulches leading from War Eagle and Florida mountains, and the latter on the mountains themselves. As time passed new settlers came, and instead of devoting all their time to mining, looked around the country to see if there were any agricultural lands to be taken up. It is needless to say that the creek bottoms afforded good ranches, and the best lands were located. It was soon demonstrated that Sinkler, Catharine, Reynolds, Jordan, Cow, Castle, Lonetree and Boulder creeks had land lying on each side suitable for farming. Subsequently it was learned that the lands of Bruneau river would produce in large quantities, grain, corn and vegetables of all kinds. The ranchers collected about them some stock, and while they slept their stock increased rapidly. Cattle men hearing of the excellent ranges for stock, it was driven here in large numbers, until to-day there are probably more cattle in Owyhee county than in any other of the territory. The summer range for cattle is almost inexhaustible, every hillside furnishing a luxuriant growth of bunch grass. The winter range is not so good as it was in years past, having been eaten out by the large numbers of cattle in our county, and by those driven through by eastern buyers, and cattle from Nevada. We think we can safely say that Owyhee is not only a good farming, but the best cattle county in the territory, and that, taken in connection with our mines, makes it one of the most desirable counties for persons coming to Idaho in search of homes, to settle in. The climate in the valleys is pleasant and healthful during both winter and summer, and the school facilities are good.

MONTANA.

Bozeman will build a \$15,000 school house this year.

A grand hotel, to cost \$225,000, is projected in Helena.

The Utah and Northern has just completed a fine depot at Stuart.

Missoula county has 51,925 acres of improved land, 6,341 horses, and 9,920 sheep.

Two townships of that portion of the Crow reservation ceded to the government, have been surveyed.

A woolen factory is to be built at the falls of the Missouri, a short distance below the mouth of Sun river.

White Sulphur Springs is calling for a large dry goods house, to meet the demands of trade in that section.

Buffalo bones are being shipped to St. Louis

from the Yellowstone country, to be ground into fertilizing powder.

The assessed valuation of the territory in 1882 was \$33,321,319.12, an increase over the preceeding year of \$9,170,512.72.

The population of Montana has increased 38% annually for the past four years. The prospects are that this rate will be improved upon in 1883.

Billings shipped 16,179,828 lbs. of freight during the five months ending January 31, 1883. Three-fourths of this were cattle, sheep and wool.

An election will occur in Jefferson county July 10, to permanently locate the county seat. Radersburg and Boulder City are the contestants.

The people of the territory are agitating the question of forming a state constitution preparatory to admission to the Union. It has now a population of more than 125,000.

Extensive beds of lime rock have been discovered near Lake Pend d'Oreille. This is a valuable discovery where lime is so much needed as it is along the line of the Northern Pacific.

Smith River valley offers superior inducements for a woolen or paper mill. The water power is excellent, and the crude material necessary for both industries abounds in unlimited quantity.

The town of Horse Plains is the present terminus of the Northern Pacific in Western Montana. It is located on Lynch's ranch, which was settled by Neptune Lynch in 1865. C. A. Lynch & Bro. run daily stages to Missoula, distant ninety miles.

Custer county, Montana, is the largest county in the United States. Its area is 36,000 square miles. It is larger than the states of Vermont, New Hampshire, Massachusetts, Connecticut, Delaware and Rhode Island, combined.

O'Keefe Canyon, on the edge of the Flathead reservation, is the coming successor of Weeksville and Last Chance. Saloons, stores, hotels, restaurants, construction camps and headquarters, all of a temporary character, form a motley town of the same stripe as its predecessors.

For the year 1882 Montana expended \$117,357.96 upon her public schools, the total number of children entitled to school privileges being 11,209. Let no man expect to find a "howling wilderness" or nothing but back-woods settlements, when he goes to Montana.

Report has been received of the discovery of a wonderful cave in the vicinity of Maiden, while sinking a shaft on one of the quartz leads. It is as yet unexplored, and is said to contain several apartments on whose walls quartz and crystals glisten. A tunnel will be started further down to tap the cave, and when completed we will hear more about these subterranean chambers.

The total vote of Montana in 1882 was 23,318, divided among the counties as follows: Beaverhead, 1,168; Choteau, 967; Custer, 2,890; Dawson, 641; Deer Lodge, 1,644; Gallatin, 3,230; Jefferson, 1,320; Lewis and Clarke, 2,502; Madison, 1,279; Meagher, 1,785; Missoula, 2,129; Silver Bow, 3,563. A glance at the map will show that the smallest county cast the largest vote.

The legislature has created the new county of Yellowstone out of the upper end of Custer and part of Gallatin. It embraces the country lying between the Yellowstone and Musselshell, above the Big Horn and below White Beaver creek.

The Northern Pacific traverses it from end to end,

and its prospective county seat is Billings, a town of 400 buildings and a permanent population of 2,000.

Livingston has already a population of 2,500. It will be the junction of the branch road from the Northern Pacific to the National Park of the Yellowstone. It is owned by the railroad company, and is growing with giant strides. In February 159 lots were sold for \$54,760. The total sales to the first of March were \$93,020. The company has contracted for 2,000,000 bricks, for building its round houses.

The Crow reservation, of which a small portion was recently ceded to the government, is thus described:

Stretching for two hundred miles along the bank of the Yellowstone river, and reaching back about fifty miles into the country, is the reservation of the Crow Indians. The tribe numbers about 3,000 souls. They live in the southwestern corner of their vast domain, near their agency, where they have a few corn fields and potato patches. Once or twice a year they go off in a body to the mountains to hunt game. They are mainly supported by the government, and are consequently lazy, thievish, and of no account. Very rarely do they as much as camp upon the fertile river bottoms; never do they attempt to cultivate them. Yet the progress of settlement and civilization up the south side of the Yellowstone valley is stopped as by a Chinese wall. On one side of the river are new farms and the beginnings of active little towns. The ax rings and the plowman sings, and the music of industry fills the air. On the other bank all is silence and solitude. A white settler in the west can get but 160 acres as a homestead, and then only on condition of living upon it and cultivating it. For every man, woman and child of the Crows there are over 2,000 acres set apart, or 10,000 acres to a family, with no condition of occupancy or cultivation. Give the Indian his rights, we say, but do not let him monopolize the soil. He ought to be made to work for a living like other people. The Indian reservation system is the worst sort of land monopoly. It keeps industrious settlers off from vast tracts of fertile soil, of which the Indians themselves make no sort of use. The big Crow reservation is particularly objectionable, because it keeps half the country along two hundred miles of railroad and rich alluvial valley absolutely bare of settlement.

The Yellowstone National Park Improvement Company has been organized under the laws of New Jersey, with a capital of \$2,000,000. Its incorporators include Rufus Hatch, Roscoe Conkling, Gen. James A. Williams, of Boston, R. T. Merrick of Washington, Fred. Church, the distinguished painter, J. H. Houston, President of the Pacific Mail Steamship Company, Aaron Vanderpool, Judge John R. Brady, Samuel Watterton of Chicago, C. M. Loring, of Minneapolis, and other well known men in various parts of the country. The officers are: Rufus Hatch, President; C. T. Hobart and M. Church, Vice-Presidents; C. E. Quincy, Treasurer. The park is 65x55 miles in dimensions, and has an area of 3,513 square miles, or 2,229,000 acres, and lies partly in Montana and partly in Wyoming. On the tenth of March, according to the authority given by Congress, the Secretary of the Interior leased to the company ten acres at an annual rent of two dollars per acre, for a period of ten years. It is provided that none of the spots selected shall be within a quarter of a mile of any geysers or falls. At the expiration of the lease, or termination by failure to comply with its provisions, the government is to purchase all improvements at an appraised value. The company shrewdly selected small tracts in the immediate neighborhood of the

most attractive spots that visitors will be likely to seek. There are an acre and a half close to the canyon of the great fall; another tract of the same size, 25 feet from the lower falls; two acres at Mammoth springs; another spot on Madison river, near the western boundary of the park; another a quarter of a mile from "Old Faithful," and another a few feet from Soda Butte springs. The prescribed cost of the hotel at Mammoth hot springs, to include the cost of electric light machinery, furniture and outbuildings, is \$200,000. Other hotels and buildings, to be approved by the Secretary of the Interior, are to be erected in the vicinity of the Tower falls, Riverside geysers, Yellowstone lake, Soda Butte springs and the great falls.

BRITISH COLUMBIA.

The value of exports from Victoria and New Westminster in 1882 was \$3,489,281.

The penitentiary at New Westminster is to be enlarged by the addition of a wing, at an expense of \$100,000.

A new wharf 140 feet wide and 600 feet long is being constructed at Shoal Point, for the accommodation of the Victoria shipping.

A process of freezing fish for exportation has been patented by S. L. Kelly, of Victoria. It is proposed to form a company to engage in the business.

Real estate in Port Moody, the Pacific terminus of the Canadian Pacific road, is in good demand. One agent in a few days sold forty lots for the aggregate price of about \$5,000.

British Columbia is attracting far more attention in England than heretofore, and the people there are beginning to appreciate the magnitude and wealth of that great country, of even the geography of which they are culpably ignorant.

New Westminster is considering the question of borrowing \$30,000 for the purpose of improving the streets, building a city-hall and market place, purchasing a steam fire engine, and donating a bonus to a grist mill and a barrel factory.

The municipality of New Westminster extends from Fraser river to the U. S. line, and contains 120 square miles of excellent land, one-half of which is yet unoccupied. Besides the thriving town of New Westminster on Fraser river, there are settlements in Clover valley, possessing school, church, and postal advantages, and through which the proposed railroad from the international line to New Westminster will pass.

An abstract of fishery returns for British Columbia for 1882 shows the following: Total value for 1882, \$1,842,675; 1881, \$1,454,321; increase, \$388,353. Number of cases of salmon packed: 1882, 255,061; 1881, 177,276; increase, 77,785. Estimated value of plant, steamers, vessels, nets, etc., \$229,670; canneries and other fishing establishments, \$402,000; total, \$631,670. Employed: 26 steamers, steam auxiliaries and schooners from 5 to 70 tons; 652 fishing boats, 250 cedar canoes; 79 sailors, 2,705 fishermen, 2,431 shoremen.

The wonderful rapidity of construction on the Canada Pacific is not only to be maintained, but increased. 10,000 circulars have been sent out, announcing the urgent demand for laborers. Wages for carpenters, hewers, pile drivers, etc., run from \$2.50 to \$5.00 per day. It is announced

that long before the through line is completed, branch roads will be commenced, affording steady work for several years. A dispatch from Victoria says, that 400 mechanics have been secured and 400 more are wanted; that 1,000 laborers are on the way and 2,000 more have been engaged. Many are accompanied by their families.

That portion of British Columbia called the Kootenay country, and to which attention is now being drawn by efforts of capitalists to secure a charter and land grant from the Provincial legislature for a transportation company to develop its resources, is well deserving the interest it has created. For years it has been known to the men connected with the great Hudson's Bay Company, and more than twenty years ago attracted general notice throughout the West by the discovery of valuable placer diggings. Placer mining has been carried on along the Kootenay river quite extensively ever since, and the discovery of exceedingly rich quartz ledges is the primal reason for the formation of a railroad and steamboat company. The Kootenay river rises in British Columbia, flows southerly into Montana and Idaho, and then sweeps north again, across the international line, and discharges its waters into Kootenay lake, and thence again into the Columbia. The project of the company is to navigate the lake and the Columbia river with steamers, and to connect the two by a railroad forty-five miles in length. The farming country consists of a belt along the Kootenay river from the 49th parallel north fifty miles, with a varying width of two to ten miles, being rolling hills and bottom lands, covered with bunch grass and having a light, sandy soil. Along a series of lakes near the river, is a valley thirty by fifteen miles, one of the most beautiful portions of British Columbia, having a rich soil, good grass, water and timber. Wheat, oats, potatoes, corn, onions, beans, and all kindred products of the finest quality can be produced in abundance. Salmon reach this point in countless numbers from the Columbia, despite the rapids and falls that are encountered on their journey from the ocean. The past severe winter is the only one in the two decades of its settlement that cattle and horses have not survived in good condition without other feed than the ranges supply. The few Indians who live there are friendly, peaceful and self-sustaining, do a little farming and raise cattle and horses. They hunt in winter, the surrounding region abounding in bear, deer, elk, mountain sheep, white goat, fox, fisher, mink, marten, beaver, lynx and otter, and the streams in salmon, salmon trout, and the delicious mountain trout. Timber of the finest quality stands on the hills in abundance. A canal half a mile long would pour the waters of the Kootenay into the lakes and thus to the Columbia, and save them 500 miles of travel over the erratic course of the Kootenay. To open up the mineral, timber, and agricultural resources of this region is the object of the transportation company.

ALASKA.

The McFarlane Industrial Home for Indian girls at Fort Wrangle was burned in February.

Fort Wrangle has been abolished as a port of entry, and all foreign vessels must now enter at Sitka.

With their usual enterprise Wells, Fargo & Co. have established express offices at Fort Wrangle, Sitka and Harrisburg. It will be a long time before they meet with opposition.

San Francisco capitalists are investing money in Alaska both in the fisheries and developing its vast mineral resources. Two canneries will be established by them this spring at Carter bay.

The Northwest Trading Company is erecting a large canning establishment in Alaska. Another is being put up at Cape Fox, near the British Columbia line, by the Cape Fox Canning Co., of Astoria.

MINING.

It is reported that tin ore has been discovered in Missoula, Montana.

Good pay dirt has been found on Rogue river Oregon, above Ellensburg.

Preparations are being made for using hydraulic power in the mines on Skagit river.

The old tailings at Jacksonville, Oregon, are being worked over with good results.

A new reduction company has been incorporated to build works at Virginia City, Montana.

In January 6,508 tons of Carbonado coal were shipped from New Tacoma, and 12,552 in February.

A twenty-stamp mill will be erected this spring in the Collar mine, in the Maiden district, Montana.

The Far West and Davitt mines on Deer creek in the Wood river region, Idaho, have been sold for \$40,000.

The Silver City *Avalanche* names sixteen mines in Owyhee county, Idaho, that have produced \$17,216,000.

Several new ledges have been discovered in the Banner district, Idaho, the ore assaying from \$67 to \$1,351 per ton.

Pay dirt, averaging \$1,000 to the set of timbers, has been struck at the old diggings of Barkerville, British Columbia.

Alaska produced \$240,000 in gold in 1882, and only \$15,000 the year before. This year the yield will be much larger.

It is reported that the Union copper mine of Del Norte county, California, has been sold to Eastern capitalists for \$80,000.

The mines around Marysville, Montana, are flourishing. The Doc Parker lode has widened out to four feet of free gold ore.

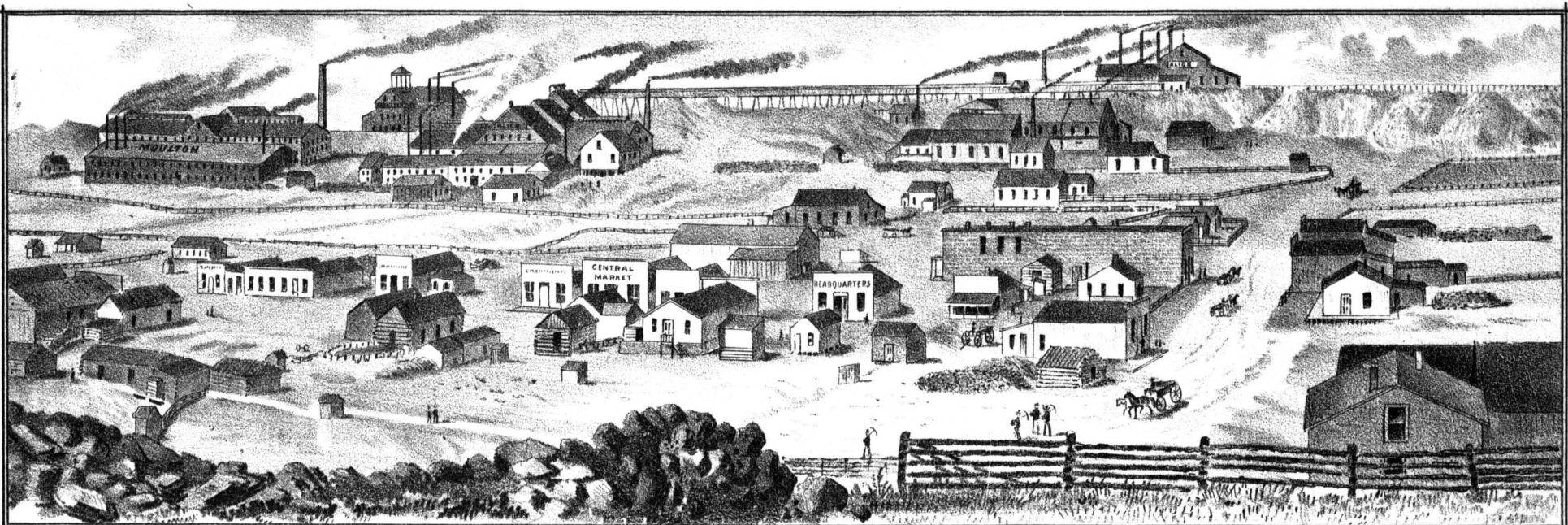
Nine hundred and twenty-five men are employed in the coal mines on Vancouver island, who earn from \$3 to \$5 per day.

There is but little snow in the mountains of Southern Oregon, and the miners will suffer for lack of sufficient water before long.

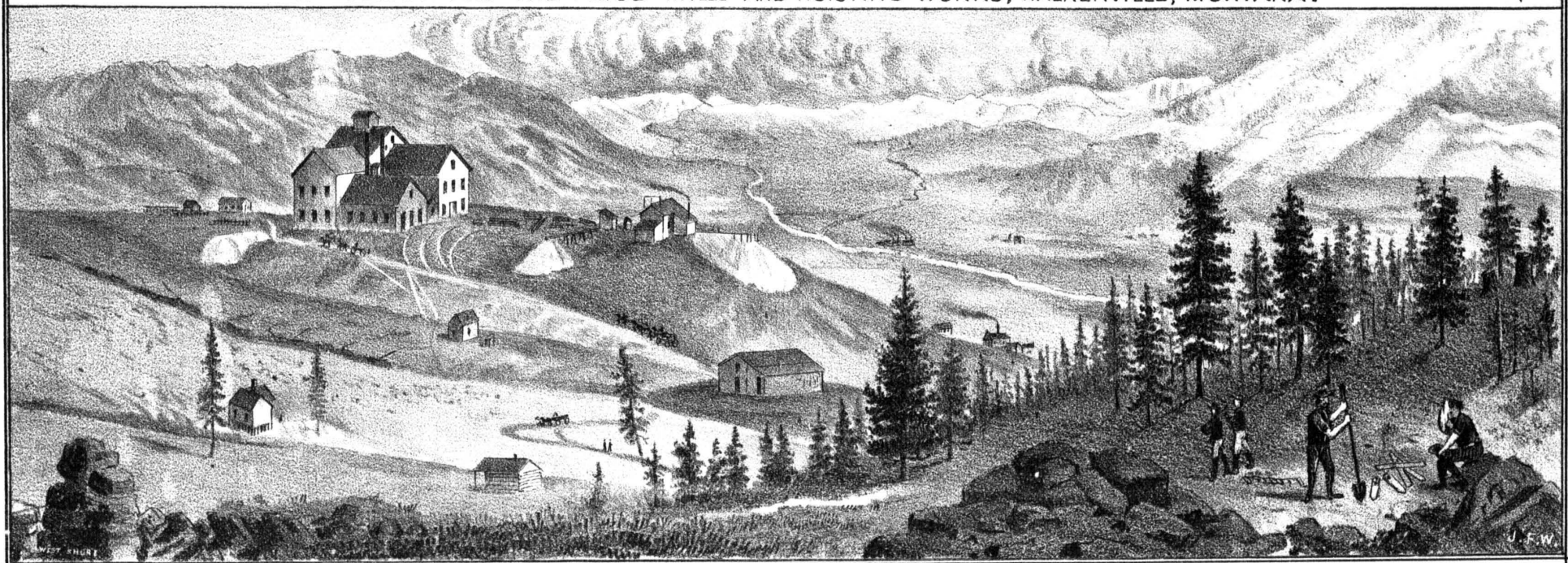
A large body of superior magnetic iron ore has recently been discovered within fifteen miles of Montesano, Chehalis county, W. T.

The discovery is reported of a vein of platinum on Wood river, near Hailey. Some of the ore has been reduced with splendid results.

Activity is being shown in the Rochester district, Madison county, Montana, where a number of promising claims are being opened up.

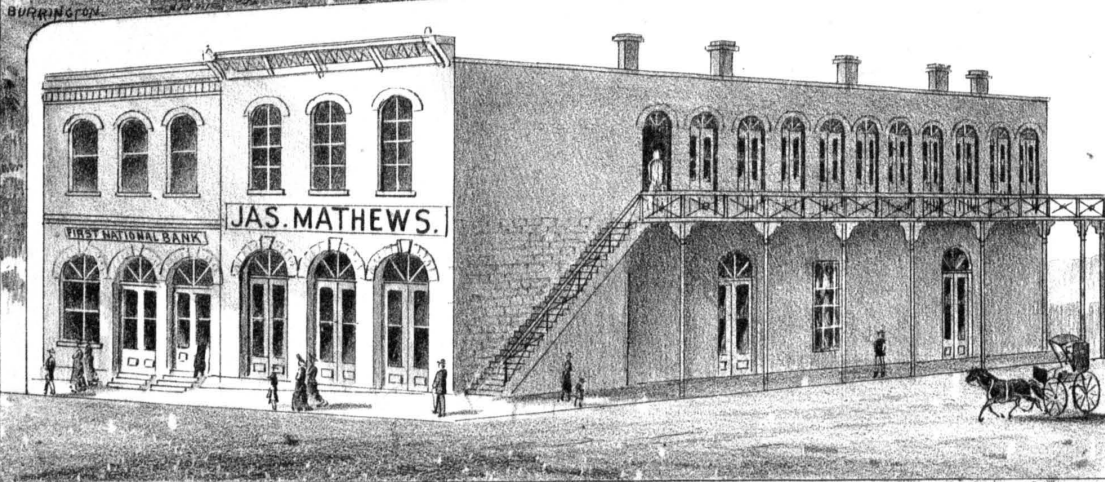
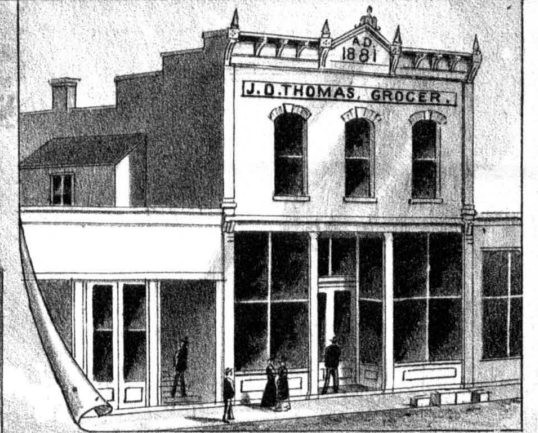
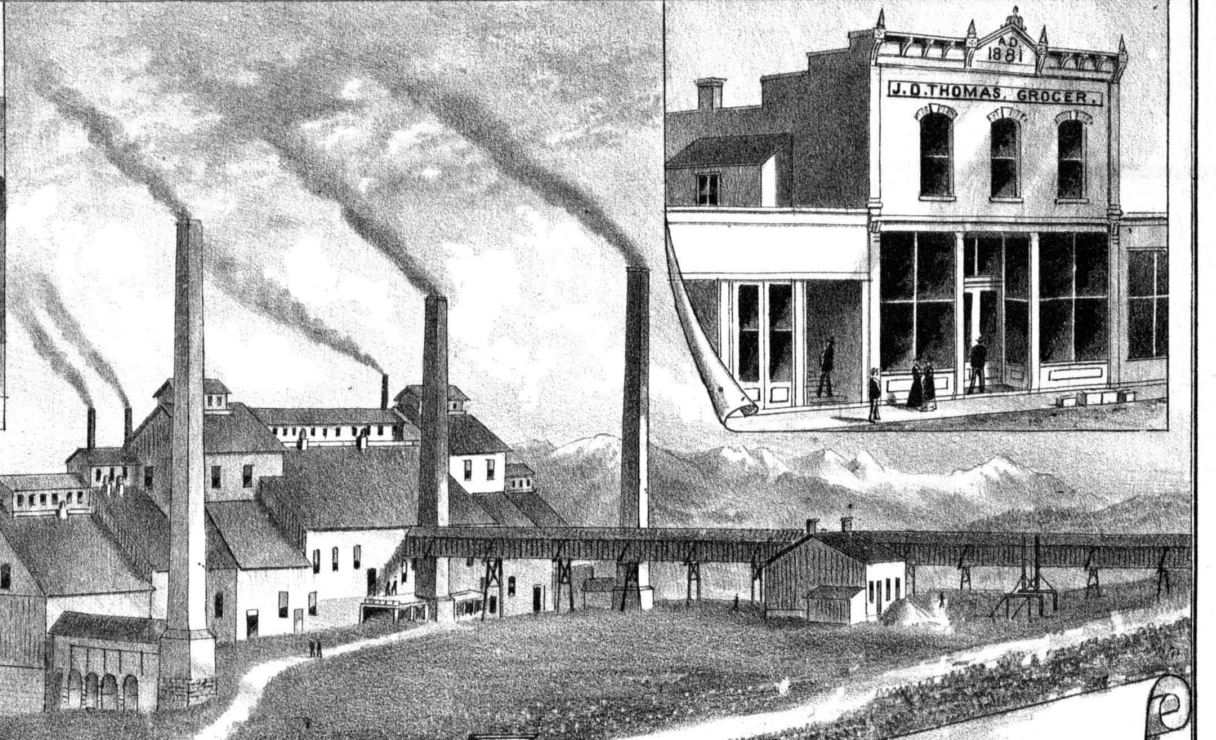
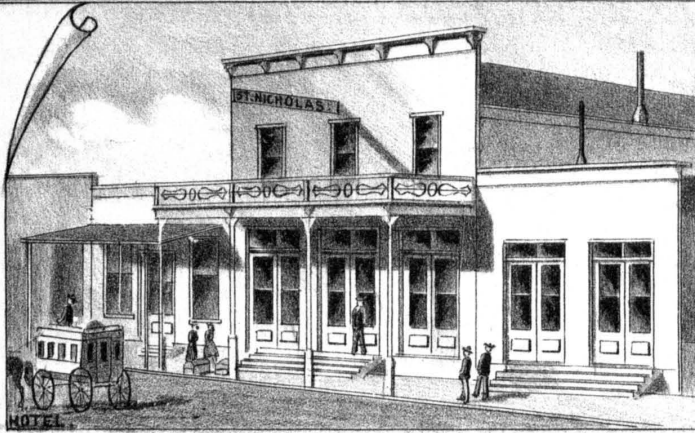


THE MOULTON AND THE ALICE MILLS AND HOISTING WORKS, WALKERVILLE, MONTANA.

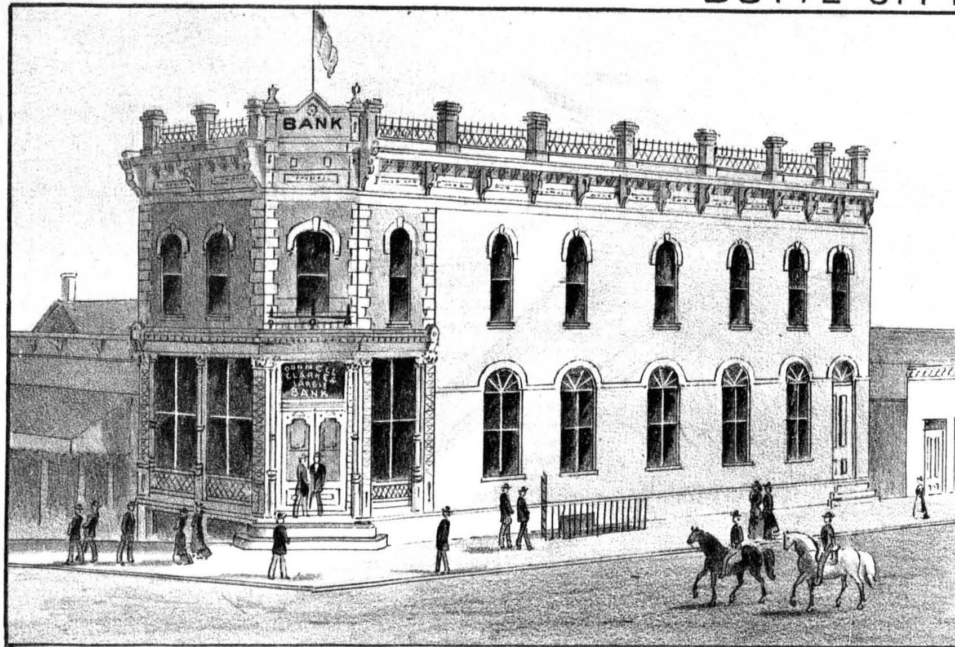


SUMMIT VALLEY SHOWING THE WATER SHEDS OF THE COLUMBIA & MISSOURI RIVERS, NEAR BUTTE CITY, MONTANA.

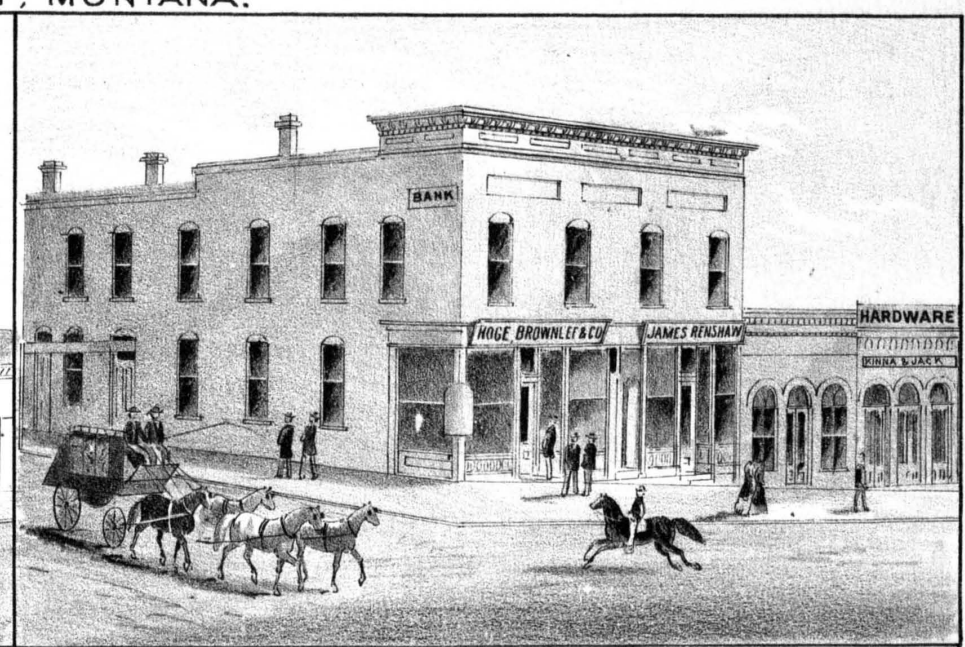
BUTTE CITY, MONTANA.



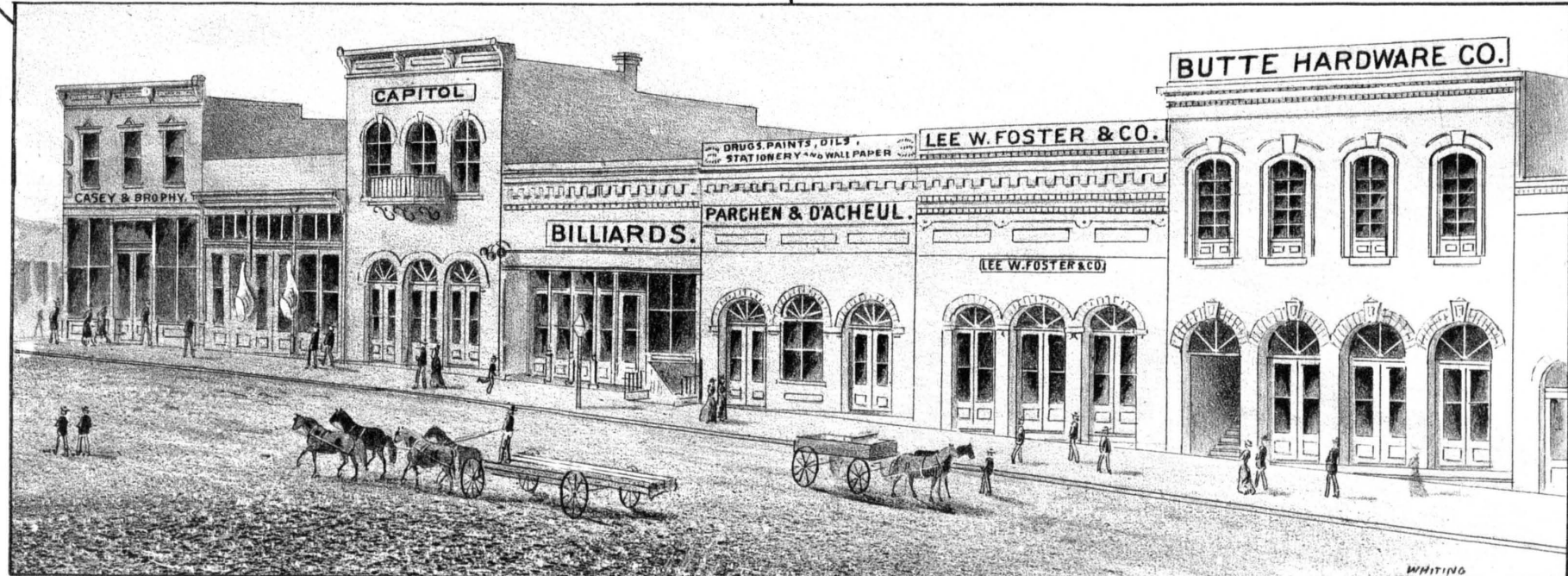
BUTTE CITY, MONTANA.



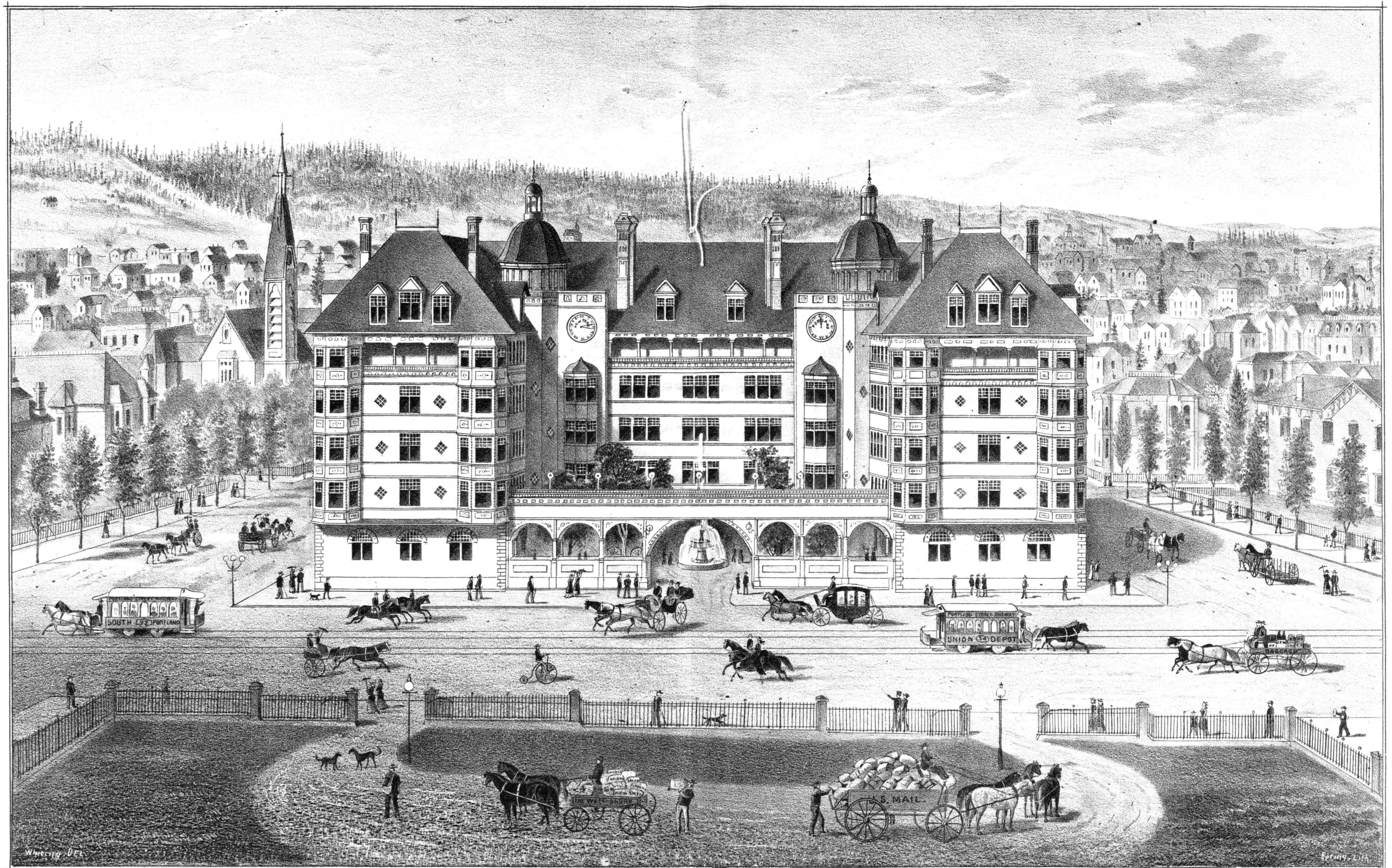
DONNELL, CLARK & LARABIE'S BANK.



RENSHAW BUILDING.

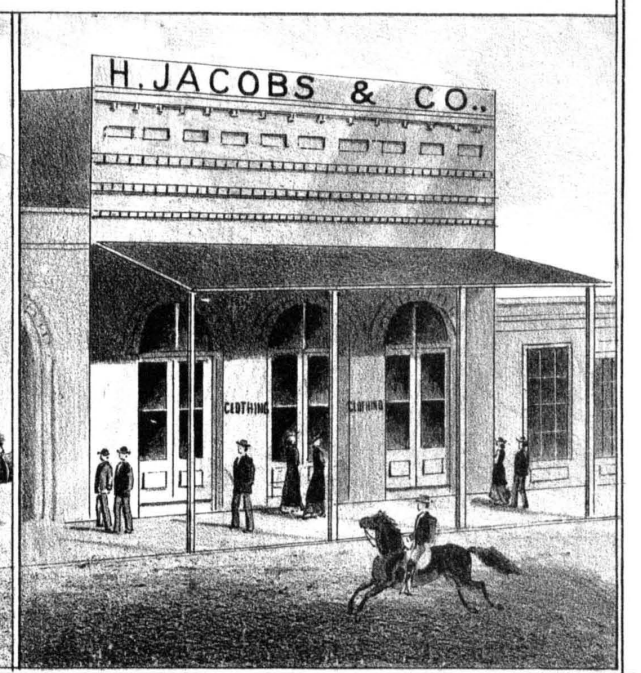
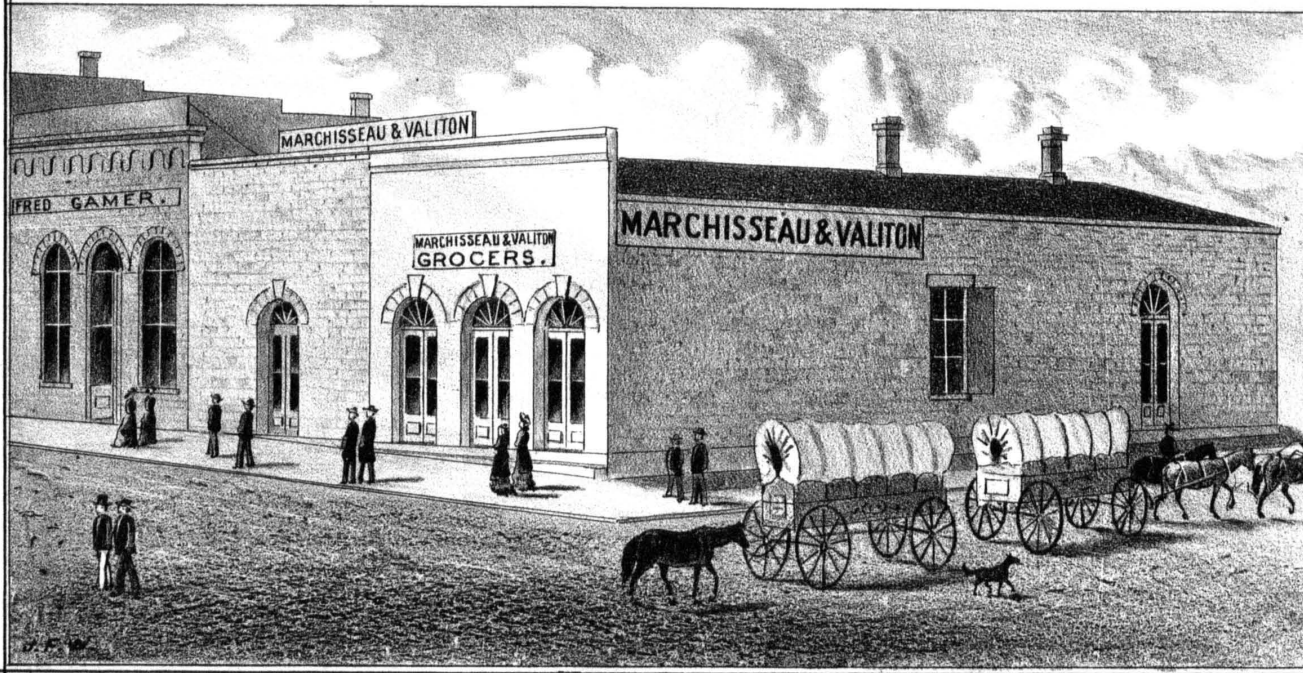
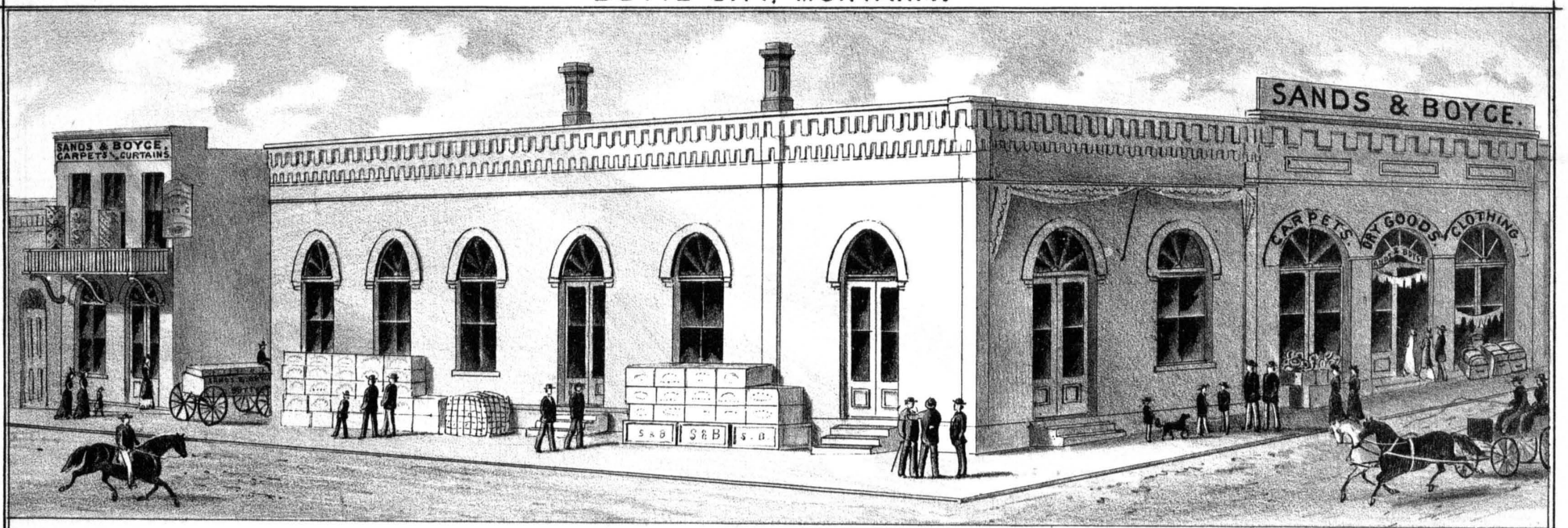


MAIN STREET.

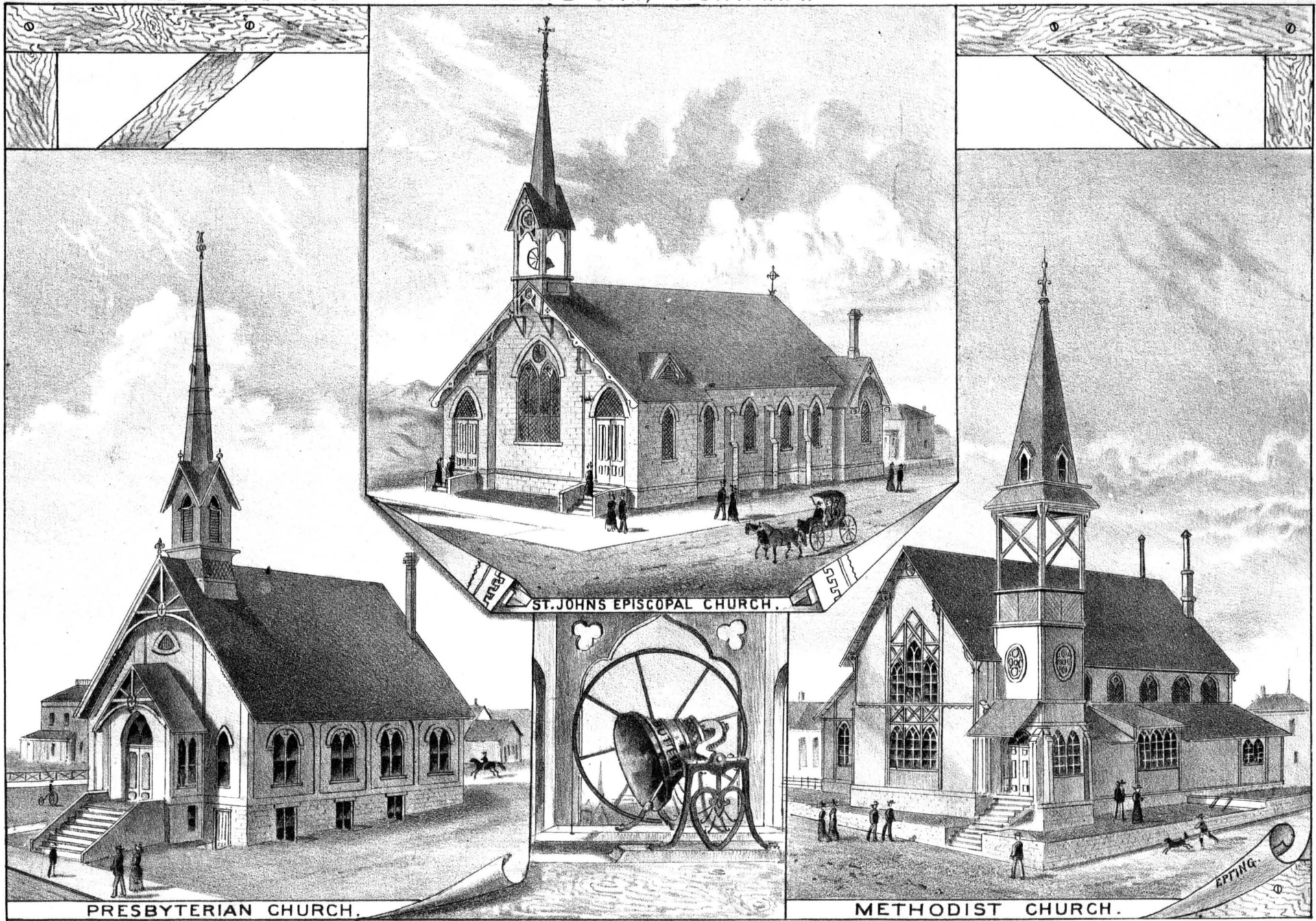


THE NORTHERN PACIFIC TERMINAL COMPANY'S NEW HOTEL, PORTLAND, OREGON.

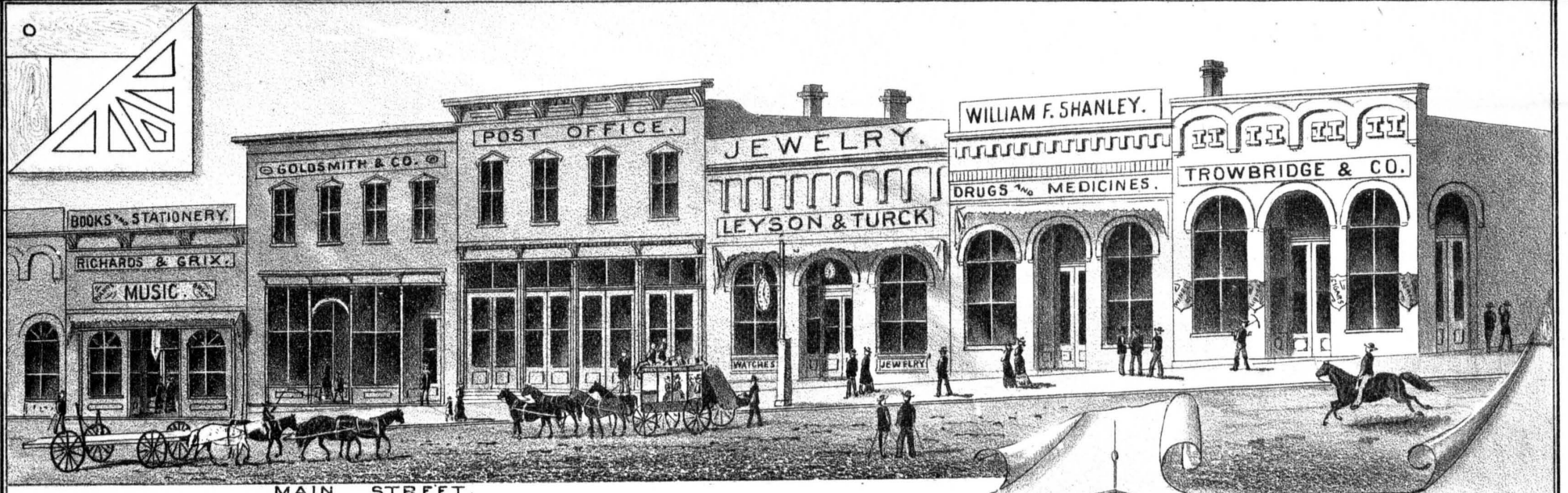
BUTTE CITY, MONTANA.



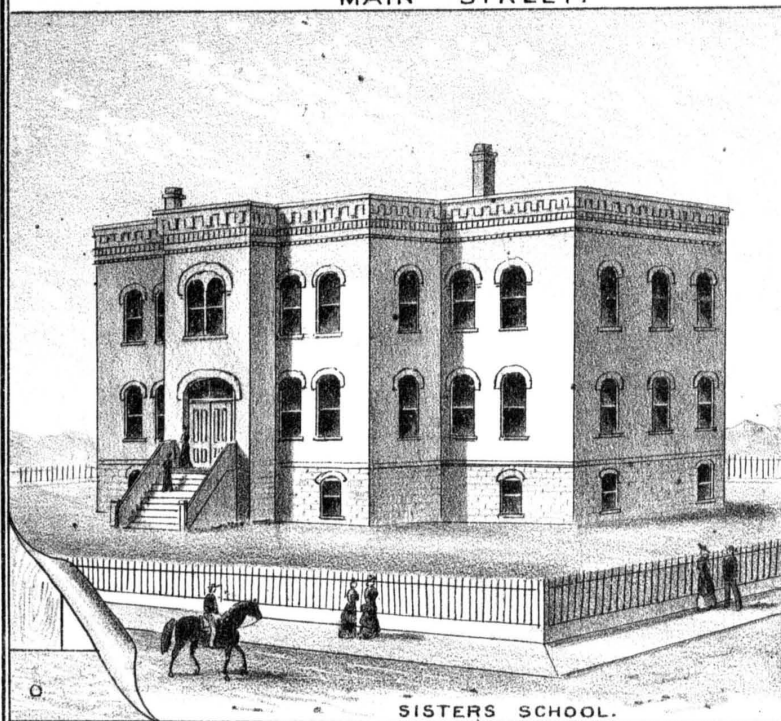
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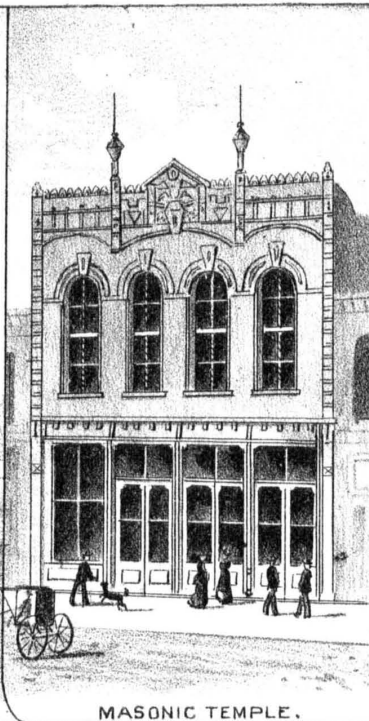
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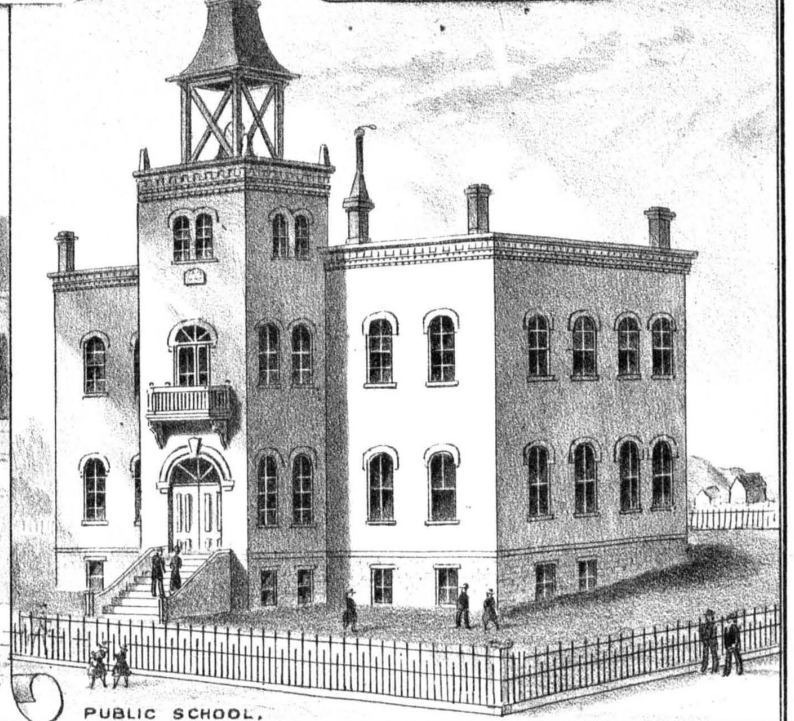
MAIN STREET.



SISTERS SCHOOL.



MASONIC TEMPLE.



PUBLIC SCHOOL.

There is much activity in the quartz and hydraulic mines near Canyon City, Oregon. Prospects for the coming season are extremely favorable.

Work will soon be resumed on the Broadway mine at Silver Star, Montana, by its English owners. The mill will be fitted up with new machinery.

A four-foot vein of iron ore has been discovered in Beaver valley, Columbia county, Oregon. Coal and timber in unlimited quantities exist near by.

A rich gold-bearing quartz ledge was recently discovered near Shasta, California, and the discoverers refused an offer of \$10,000 for their location of 3,000 feet.

The coal mines now being opened near Livingston, Montana, are the first discovery of true bituminous coal on the line of the road. Extensive yards will soon be opened.

The Wellington and Nanaimo collieries, on Vancouver island, B. C., sold 282,139 tons of coal in 1882, an increase of nearly 50,000 tons over the output of the previous year.

Work is being vigorously pushed in the new coal mines at Madison, twenty miles from Heppner, Umatilla county, Oregon. The region will be thoroughly prospected this spring.

The Douglas Quicksilver Co. has been incorporated in Portland with a capital of \$100,000, to deal in mining lands and operate cinnabar and other mines in Douglas county, Oregon.

A new seam of solid hard coal, five feet thick, has recently been opened in the east Wellington colliery, Vancouver island. It is supposed to be a continuation of the main Wellington seam.

A rich body of ore has been opened up in the Red Jacket mine on War Eagle mountain, near Silver City, Montana. The Black Jack and Empire State, on Florida mountain, are also in good ore.

Very favorable reports are received from the quartz mines near Britton Station, twenty-five miles from Baker City, Oregon. Several heavy sales have been made, and quartz assays show exceedingly rich ledges.

George Simmons has sold his interest in the mines near Waldo, Josephine county, Oregon, to Wimer & Sons for \$20,000. This property has been paying regular dividends, and is one of the best mines in the State.

The estimated yield of quartz and placer mines of Jefferson county, Montana, in 1882, was \$600,000. The Mountain Chief, Chillicothe, Venus, Alta Montana and Comet mines all contain fine bodies of ore.

A quartz ledge eight feet wide was recently discovered in Jefferson county, Montana. The ore is very rich in native silver. A third interest was purchased for \$5,000, for which \$15,000 have since been refused.

Last season about 200 men worked in the placer claims around Harrisburg, Alaska. The extent of the pay gravel is unknown, but it is from three to twenty feet in thickness, and lies in the high banks or benches.

The Janet Gold Mining Co. has been organized at Olympia, W. T., with a capital stock of \$1,000,000, to work the black beach sands of

Gray's harbor. The process is secret, but is supposed to be Edison's magnetic principle.

A few promising quartz ledges have been found near Horse Plains, the present terminus of the Northern Pacific, ninety miles northwest of Missoula, Montana. Quite an excitement has sprung up, and many locations have been made.

E. P. Bachelder has been working the beach sands twenty miles north of Gray's harbor, W. T., for three years. The gold is very fine, and not more than fifty per cent. has been saved, though with a new machine he expects to do much better.

Water on the bars of Fraser river is lower than ever known by white residents. Large tracts of auriferous gravel are now bare, that were covered with water when miners swarmed along the river in 1858. If any one has faith in Fraser river bars, now is his opportunity to test them.

The discovery has been reported of a quartz vein in Southern Alaska 200 feet wide, which will net from \$5 to \$8 per ton. Other rich ledges exist in the same district. Wood and water are convenient. It is reported that San Francisco and New York capitalist are preparing to take up machinery this spring.

The gold product of Montana from 1862 to 1881, inclusive, is estimated at \$103,300,000. The output from 1872, when silver was first worked to any extent, to 1882, inclusive, was \$50,441,681, being about one-third silver. The copper product, which is now several millions a year, is not included in these figures.

A practical miner reports the condition of twelve out of some fifty locations in the Wallace quartz mining district, and says that if ore mills 25 per cent. of the assay value it is bound to be one of the best districts in Montana. It lies about three miles from the line of the Northern Pacific in Western Montana, and is well supplied with wood and water.

A rich strike has been made in the Cable mine, near Butte City, Montana. The ledge is forty feet wide, assays from \$60 to \$75 per ton, exclusive of nuggets found in profusion, and enough ore has been blocked out to run the thirty-stamp mill a year. A piece of ore weighing 150 pounds was recently taken out, so full of nuggets as to be valued at \$6,000.

According to Wells, Fargo & Co.'s circular, the value of metals produced in 1882 west of the Missouri, including British Columbia, Alaska and the west coast of Mexico, amounted to \$92,411,835, divided as follows: Gold, \$30,193,355; silver, \$50,155,288; copper, \$4,055,037; lead, \$8,008,155. This includes only what has passed through the company's hands.

Hecla Company, Montana, is now working the Atlantis No. 2, Silver Quartz, Sheep and Fissure mines on Lion mountain. The Cleopatra mine at 650 feet from the surface shows a vein of twenty feet, that assays 109 ounces of silver and 36 per cent. in lead. A large body of good ore has been blocked out in the Silver Quartz, which will be held in reserve. The Hecla's output is nearly \$100,000 per month.

Reports from Alaska are that 500 miles up the Yukon river, at its junction with the Tunannan, extensive gravel deposits averaging \$1.50 to the

pan have been discovered. The country is difficult of access, as the Yunkon is not free from ice until June, and an overland journey is cold and dreary; yet hardships have never daunted the persevering gold-seeker, and cold and ice will not keep him out of the interior of Alaska.

The miners of Eastern Oregon have labored under the disadvantage of a lack of capital and the great expense of bringing suitable machinery upon the ground. With the opening up of communication both east and west by the O. S. L. and O. R. & N. Co., both of these disadvantages may be removed, if an effort is made by mine owners to do so. A mining association at Baker City would accomplish much for that region.

The galena ledges of the Kootenay region are reported to be fabulously rich. A gentleman recently came in from there with exceedingly rich specimens, and reported a ledge 100 feet in thickness, in which there were 250,000 tons of ore in sight. Capitalists are trying to secure a charter from the Assembly of British Columbia to build a railroad and operate a steamboat line on the Upper Columbia, to open up this valuable region. It is rich in agricultural lands and timber as well as minerals. The Kootenay country lies on both sides of the international line, where Idaho and Montana unite, Kootenay lake being north of the line and in British Columbia.

The heaviest sale of mining property in the vicinity of Helena, Montana, was effected in February. The Drum Lummon mine was disposed of to London capitalists for \$1,620,000, part of which has been paid and possession of the property given. The new owners are incorporated as the Montana Company, and propose to build a fifty-stamp mill, and run a tunnel to tap the ledge at a depth of 500 feet. Five hundred thousand dollars have been set aside to develop the mine. It is believed that this is but the beginning of heavy investments in Montana mines, as there are many valuable ledges in the hands of men who have not the capital to work them, which will be furnished by companies prepared to develop them thoroughly.

RAIL, RIVER AND ROAD.

The new round house and a car shed have been completed in Wallula.

The Meacham creek tunnel in the Blue mountains will be completed in April.

The standard gauge track is all laid between Walla Walla and Blue Mountain Station.

The Cowlitz river is being cleared of snags and other obstructions by means of giant powder.

Eight of the finest dining-room cars are being built at the Pullman shops for the Northern Pacific road.

Salem capitalists are talking of a new steamboat of light draught and great speed, to ply between that city and Portland.

A fine new schooner, christened the *Sailor Boy*, was launched at South Bend, Pacific county, W. T., a few weeks ago.

The Cold Spring & Greasewood R. R. Co., has been organized in Umatilla county

to build a feeder to the O. R. & N. Co.'s line.

The highest altitudes reached by the Canadian Pacific Railroad are 5,500 feet in the Rocky mountains and 4,500 in the Selkirks.

The Coos bay and Coquille railroad is being located from Sumner to Coquille City, through the finest body of timber in Coos county.

A new steamer called *Lucea Mason* has just been completed on Lewis river, W. T., to handle the expanding trade of that fertile region.

Work on the road from New Tacoma to Seattle is progressing finely. Four bridges will be required, spanning the Puyallup, Stuck, White and Black rivers.

The officers of the projected Seattle & Gray's Harbor R. R. Co., are considering the question of a branch line to Baker's bay at the mouth of the Columbia.

The steam collier, *San Pedro*, a sister ship of the *Tacoma*, arrived at San Francisco March 7th, with a cargo of railroad iron. She is owned by the Pacific Improvement Co.

The East Portland and Multnomah Railway Co. has been incorporated, to build a road from East Portland, via Powell's valley to Foster's prairie in Clackamas county.

Six new stages are being built at Yreka for the line from Redding to Riddleburg. They are to be of superior strength, and are needed to accommodate the increasing business on that line.

The Columbia River Navigation Co. has been incorporated with its office at Dalles City, to navigate the river and its tributaries, build railroads, and construct portages around the Cascades.

Stages across the Blue mountains now run to Shoshone, the western terminus of the Oregon Short Line. This gives eastern railroad connection twenty-four hours earlier than the Kelton route did.

An arrangement has been made by which Pullman cars will be run from New York to Portland, passing over the Pennsylvania, the Chicago, Milwaukee and St. Paul, and the Northern Pacific.

Through travel over the Northern Pacific will be inaugurated in April by a daily line of six-horse coaches, which will accomplish the two hundred and ninety miles between the two ends in forty-eight hours.

Ten years ago one steamer could hardly pay expenses in running down the east shore of Puget sound. Ten boats are now constantly busy on the same route. It is but an index to the increase in business everywhere.

The car shops of the Utah and Northern road at Eagle Rock, Montana, give employment to 150 men, and turn out two flat cars daily, besides doing all the repair-

ing and fitting up of coaches, sleepers, freight cars and locomotives.

During the year 1882 there were 11,343 miles of railway constructed in the United States on 324 lines, being 2,000 more than in 1881, which was 2,000 more than in any previous year. About 7,000 miles were built west of the Mississippi river.

Grading and track-laying have been energetically pushed the past month between Naples or Shoshone, and Hailey, on the Wood river branch of the Oregon Short Line. It is expected that Hailey and Bellevue will be reached in a few weeks.

A contract has been let by the Northern Pacific for the construction of a branch line from Livingston to Hot Springs, on Gardiner river, in the National Park of the Yellowstone. The road will be sixty miles long and will be completed in July.

The "half moon road" from Palouse Junction, north of Snake river, to unite the fertile Palouse region with the N. P. R. R., is partly graded and ready for the ties and iron. Six hundred thousand ties and thirty-five miles of rails are lying at Palouse Junction ready for use.

The Central Pacific has reported to the railroad commissioners at Washington that the total cost of the road, including right of way, depots, etc., was \$138,553,455.29; equipments, shops and machinery, \$16,665,205.89; passenger earnings for 1882, \$4,980,370.51; freight, \$16,302,052.72.

The Central Pacific R. R. Co has issued new maps upon which its projected lines are laid down. One of these is a line from Winnemucca to the Columbia river, with a branch from Camp C. F. Smith, near Stein mountains, to the Wood river country. No time is expressed for its construction.

In February the contract for grading and building the road from Portland to Kalama was let to J. B. Montgomery & Co. It is to be completed by September, and work has already been commenced. The line is thirty-nine miles long, exclusive of three miles of side track, and will cost \$1,000,000.

Merchants of Yreka are perfecting arrangements for receiving their New York goods at Portland this fall. The railroad will then be in Rogue river valley, and much distance will be saved by teaming from there instead of Redding. By this means Portland will also enjoy much trade now possessed by San Francisco.

Officers of the Yaquina Bay railroad state that six thousand tons of steel rails and two locomotives are at San Francisco awaiting transportation, and that active work will be begun on the line in April. They hope to have trains running between Corvallis and Yaquina bay the coming fall.

Early in March rails were laid on the summit of Bozeman pass, 5,715 feet above the sea level. This is a temporary track

to allow trains to run to Bozeman while the tunnel is being constructed. The tunnel is 150 feet below, but is still seventeen feet higher than any other point on the line. About 1,000 feet of the tunnel are completed.

Statistics of the world's carrying trade give totals almost beyond the grasp of the human mind. A few facts will show. There are 200,000 miles of track, 66,000 locomotives, 120,000 passenger cars, 1,500,000 freight cars, \$20,000,000,000 capital invested; 12,000 steamers, 100,000 sailing vessels, and a total marine tonnage of 20,800,000 tons.

Clarke's Fork Division of the Northern Pacific was completed late in February, and Horse Plains has been the terminus the past few weeks. Stages run daily from that point to Missoula, a distance of ninety miles. The bridge work has been continued in spite of cold, snow and ice, and the three crossings of Missoula river will soon be ready for the track.

The Northwestern Railroad and Improvement Co., has been incorporated in Vancouver with a capital stock of \$250,000. The object of the company is to build a narrow gauge road from that city to Lewis river, to give an outlet to that region and open up vast tracts of valuable timber lands; also to build a saw mill in the city with a daily capacity of 60,000 feet.

Two fine steel, side-wheel steamers are being built in the east for the O. R. & N. Co., to be used in their Puget sound and Victoria trade. They are to be 250 feet long, 38 feet beam, 12 feet draught and to cost \$300,000 each. They will be by far the finest vessels in Pacific waters, and will have accommodations for 300 regular passengers and 1,500 day passengers.

The amount of freight offered steamers in San Francisco for this port is largely in excess of the carrying capacity, and the schedule will be changed April 1st, to a steamer every three days instead of two a week as at present. The great increase of travel has also made this step necessary. It is not improbable that a still greater increase of facilities will soon be required.

The land grant of the O. & C. R. R. Co. extends to the California line and embraces much good land in the foot hills of the Coast and Cascade ranges. The company sells these lands at a reasonable price, and their terms can be had upon application at the land office in Portland. The Rogue River country is not excelled anywhere for beauty of scenery, fertility of soil and salubrity of climate.

The O. R. & N. Co., has conveyed to the Northern Pacific Terminal Company all its property in Portland, East Portland and Albina, including depot sites, buildings, tracks, coal bunkers, dry docks, etc. Six per cent. bonds to the amount of \$5,000,000 have been issued by the N. P. T. Co., to the Farmers' Loan and Trust Co., of New York, and the money thus

procured will be used in providing terminal facilities for the railroads centering here, and in building an elegant hotel in this city.

The Northern Pacific has contracted with the Allen Paper Car Wheel Co. for 4,000 paper car wheels. These wheels have the strength and hardness of iron, besides being more durable and elastic. Before many years, probably, paper will supersede iron and steel for rails, as they are cheaper, last longer, and make a smoother road. Not being affected by change in temperature they can be matched at the end, and thus much of the noise and jolting of railroad trains be avoided, adding much to the comfort of passengers.

The project of a railroad from Coos bay to Roseburg is favorably considered by San Francisco capitalists. It would follow for a distance the Coquille river, and pass through the counties of Douglas and Coos. The amount of coal, iron, gold and timber such a road would reach is enormous. The coal fields of Coos county alone are supposed to be distributed over an area of two hundred square miles, and it is estimated that the two counties contain 1,000,000,000 feet of the white, or Port Orford, cedar. The complete development of that rich country is but a matter of time.

Work on the Oregon & California railroad which has been impeded by winter is now being vigorously pushed at both ends. Tunnels 1, 2, 3, 5, 6 and 7 are completed, and No. 4 is nearly finished. Work will soon be commenced on the long tunnel through the Siskiyou mountains. It is expected that the road will reach Rogue River valley in time to move the crop this fall. Much energy is being shown on the California end, and the extension from Redding will reach many miles up the Sacramento before winter sets in again. The line will be completed to the mouth of the tunnel in 1884, and be ready for through business as soon as that great work is finished.

Two railroad bills have been before the Provincial Assembly of British Columbia for several weeks. One of them is for the incorporation of the Fraser River R. R. Co., to build a road from the 49th parallel to a point on the Canadian Pacific and thence to New Westminster. The other is a scheme for developing the Kootenay country, and the bill is for the incorporation of the Columbia and Kootenay Railway and Transportation Co. The project embraces a wagon road from Eagle pass to the Columbia river, and a line of steamers on that river, also a railway forty-five miles in length from the river to Kootenay lake. The undeveloped mineral and agricultural resources of this region are enormous. The bill calls for a land grant, against which the people of British Columbia loudly protest.

The Canadian Pacific Railway is to run from Montreal to Port Moody, and will be

laid with 56 lb. steel rails. 1,730 miles are already built and equipped, and 1,566 miles are in process of construction. In August next the line will be operated from Montreal to Winnipeg. In 1885 the entire line west of Winnipeg will be completed, and through rail connection between Port Moody and New York be established by way of Winnipeg, St. Paul and Chicago. The route to Montreal will then include steamers on Lake Superior, but in 1886 rails will be laid on that division and a through route by rail be had. This through line will be 2,904 miles in length, and with the exception of 150 miles in the Rocky mountains the grade will rarely exceed forty feet to the mile. For nine hundred miles west of Winnipeg it runs through a magnificent agricultural country, capable of producing wheat, oats and barley in enormous quantities. The climate of Winnipeg is about the same as Montreal, and from there to the Pacific Coast gradually moderates. The local traffic of the road will be chiefly in lumber, live stock and grain.

A compromise was effected in February between the conflicting interests of the Northern Pacific and Union Pacific managers. The agreement entered into for a term of ten years provides that the Oregon Short Line extend its road to Snake river, and there connect with the O. R. & N. Co. Freight will then be interchanged between the Pacific Coast and Utah and Colorado, while passenger rates from eastern points to Portland will be the same as to San Francisco from the same points. The Montana trade is specially provided for by the agreement that rates of freight between the Pacific Coast and points in that territory shall be the same as from St. Paul. It also provides that the Northern Pacific shall lay a third rail from Helena to Little Blackfoot, where it crosses the Utah and Northern, forty-eight miles west of Helena, and the U. & N. shall lay a third rail from Little Blackfoot to Butte City, fifty-one miles. The N. P. can then run its cars to Butte City, and the narrow gauge cars of the U. & N. can go to Helena, thus giving both companies access to the principal Montana points. This ends much of the speculation as to the destination of the Oregon Short Line, and the consequent rivalry between candidates on tide water to be its terminus. Much dissatisfaction is felt by people living along the three or four possible routes it might have taken, and several papers have talked about being "sold out." The facts are that the O. S. L. has made no promises and asked no favors. The road is a private enterprise for the sole benefit of the projectors, and as such has been built quietly and expeditiously. That it is a disappointment to people who expected to be benefitted by it can not be denied, but the claim of bad faith can in no wise be maintained, as the road has asked for no aid nor has it promised to follow any particular route or seek any

particular terminus. All opinions on its route or destination have been founded on the conduct of surveying parties, unauthorized statements of employees, and the hopes and wishes of the residents of different sections. The company was at full liberty to go where it chose and stay where it might find it convenient. The greatest disappointment is felt by those who had hoped to see the O. S. L. built across the Cascades, connecting Eastern and Western Washington. Such a road is earnestly desired by the people of both sections, and since the news has been received there has been much talk of reviving the old Seattle and Walla Walla R. R. Co. It would be well, perhaps, not to exhibit too much haste, as the N. P. R. Co. has expressed its intention to build on that route at the earliest possible moment, and has spent much time and money in surveying the various mountain passes. The main line will be completed this year, as will also the Portland and Kalama gap, and there is little doubt but the Cascades road will then be commenced. Rome was not built in a day, and all the roads needed in this great Northwestern Empire can not be constructed in a year. The managers of the N. P. and O. R. & N. Co. have ever exhibited a disposition to treat the people justly, and build up their property by developing the country through which their lines pass. A continuation of this policy demands that the Cascades road be built, and the people can rest assured that it will be. The surveying parties of the O. S. L. are still busily at work along Snake river, and many believe from that fact that an extension to Puget sound will yet be made. Whether such action can be taken under the terms of this agreement we can not say, but we feel confident that a road will unite the two great divisions of Washington Territory in the immediate future. To make the connection on Snake river, the O. R. & N. Co. has some 175 miles yet to build, including some very heavy mountain work, while the O. S. L. has about twice that distance to cover. The connection will probably be made next spring, soon after the completion of the N. P., and there will then be two routes between Portland and the east, by which immigrants will pour into this country by the thousands.

OUR RESOURCES NOT EXHAUSTED.

For many years it has been the same here as in many other new countries—all that was necessary in order for a man to make money was to procure a few head of stock and turn them loose on the range to live on the natural production of the land, only looking after them once or twice a year, and when their increase were ready for market, gather them together and sell them to some ready buyer. In farming, little more was required. The farmer need only fence his farm with willow poles, break up the soil, sow the seed, and when the grain ripened, find a ready

market at his door for prices that were always fair. This easy mode of making money accounts, in a considerable degree, for the poor appearance of the improvements of the country, which is noticed by almost every traveler who chances to pass through this section, and which adds little to the country or to its inhabitants. But as the country becomes more densely settled, the natural resources for sustaining life decrease, and artificial means or improvements over the old ways of the first settlers become necessary. Many say that the resources of the country are exhausted, and that many of the residents will be compelled to seek other locations in order to advance financially. But such is not the case. A little science, or good, common sense, combined with a reasonable amount of industry, is all that is required to still make this one of the easiest places in the world in which to make a living. True, the luxuriant bunch grass that once covered our hills where innumerable herds of cattle could range, with no danger from winter storms or summer drouth, is failing; but our mountains will always furnish pasture for stock during the summer months. Now, if our stock men will improve their stock so that they will be more valuable, they can well afford to keep less numbers; and when their herds are improved and the numbers reduced, the value of the few remaining nearly same as the many, they can raise feed enough to keep their stock during the winter months. Some of the old "cattle kings" may think this kind of stock raising too expensive to be profitable, but it is done in the Eastern States, where the stock are fed or pastured the entire year; and it can certainly be carried on in a country where there is common pasture, on which the cattle may range nine or ten months of every year. When this mode is adopted, much of the expense now attached to riding after stock will be avoided, and may be more profitably expended in preparing food for the winter. The farming in this country may likewise be improved on. Let our farmers adopt a system of fertilizing, and their returns will amply repay them for the trouble. When these latter modes of producing are adopted, then, and not until then, will our country be fully developed.—*Prineville News*.

WHATCOM COUNTY.

Whatcom county is the largest in area and agricultural resources of any county on Puget sound or in Washington Territory, and although a great deal of the most desirable land is already taken up, the rapidly increasing population extending into the interior renders good agricultural lands once inaccessible now quite desirable and valuable. The bulk of immigration to this country is going to the Nooksack river country, a rich and comparatively level plateau extending from Bellingham bay to the British Columbia boundary on the north and to the foot hills of the Cascade range to the east; because it is recognized as an exclusively farming country where new-comers can either purchase improved tracts of 160 acres from \$500 to \$3,000, or settle adjoining these places on government land. There is now a prospect of a large town growing up on Bellingham bay which will furnish the Nooksack people a local market.

Samish, the next farming district to the south, fronting on the Sound, is fast becoming an im-

portant settlement. Improved tide marsh land there is worth from \$2,500 to \$5,000 a quarter section, and is backed by some of the finest timber land on Puget sound on which considerable logging is being done. This timber land is interspersed with vacant tracts of lightly timbered bottom land desirable for farming purposes.

Next we come to what is known as the La Conner or Swinomish flats, tide-marsh lands under a high state of cultivation, the choicest tracts of which sell for six and seven thousand dollars. Back of these lands are some twenty thousand acres of vacant beaver marsh land subject to overflow from the Skagit, and which could be easily reclaimed by a colony of fifty or sixty settlers, and be made to blossom like the rose, or produce one hundred bushels of oats to the acre, which the farmer can realize upon in the local market at from \$24 to \$30 a ton, according to the demand.

Close to the La Conner flats are the marsh lands of the delta of the Skagit, the largest river emptying into Puget sound, which lands are similar in extent and value to those referred to. Though the Skagit above the delta is navigable for a distance of sixty or seventy miles, and has several fine farms or locations for such along its banks on either side, it is chiefly noted for its timber or logging interest, some forty million feet having been taken out last year with the prospect of a greatly increased output next and for several years to come.

As to towns, we may say La Conner is the principal town in Whatcom county, and is well supplied with large and well stocked stores of general merchandise. There is not a vacant business or residence house in town, and but a few desirable business lots open to purchase within the present limits, and these command from \$500 to \$1,500; while residence lots are worth from \$50 to \$200. The other towns or business places of the county are Mount Vernon, Skagit, Fir, Stirling, Lyman and Birdview on the Skagit river; Whatcom, the county seat, on Bellingham bay, Ferndale, Lummi, Nooksack and Lynden, on the Nooksack river; Edison on the Samish; Fidalgo and Anacortes on Fidalgo island; Guemes, Padilla, and Semiahmoo.—*La Conner Mail*.

A DEMAND FOR MONTANA BEEF.

Although the Northern Pacific railroad long ago reached Miles, the Minneapolis market is not yet supplied with Montana beef. Our supply comes largely from Illinois and Iowa, as this state does not produce one half the cattle needed for home consumption. A quarter of a Montana ox was seen hanging up in a Hennepin Avenue market a day or two ago, and its quality was declared to be first-class. The trouble is that Minneapolis has no facilities for handling the wild cattle of Montana. The innocent tame creatures raised in these parts can be slaughtered in our local yards without much trouble, but the wild oxen of Montana would remonstrate in a most obstreperous fashion. They are accustomed to being driven by cow boys mounted on horses and armed with long whips, and they would object to being dictated to by a man on foot. Railroads are great equalizers of markets. It may seem strange that we should get fat oxen from Chicago, but this is no uncommon thing. It is

not likely, however, that there will be much of this travel westward of fat meat in the future as there has been in the past. As the population of this city increases it will be found necessary to draw on the resources of Montana. The flavor of the meat is fine, and there is no reason why it should go past our door to feed eastern folks while we get back from the east the tame animal they do not need. It is just possible, however, that Montana will go into the slaughtering business on a large scale and send us in refrigerator cars its prime beef. This would be an excellent arrangement, for oxen dislike to travel by rail. It worries them and renders their flesh less valuable from a housekeeping point of view.—*Minneapolis Tribune*.

GALLATIN VALLEY.

The Gallatin is one of the most productive of Montana valleys. Its altitude is not favorable to the growing of fruits, but its grain yield, although but comparatively a small amount of land is under cultivation, is very large. During the past fall 703,361 bushels of oats, wheat and barley, representing a market value of \$574,282, were threshed. Bozeman is the county-seat, and the most important town in the county. It is located near the eastern end of the valley and, at the narrowest point. On the north the mountains are about three miles distant, but the range abruptly slopes off to the north, and a few miles west the valley widens out to twenty miles. A court-house, costing between \$30,000 and \$35,000, ornaments the town. A good brick school-house, with an efficient corps of teachers, is in the western part of town. The coming summer another school building, to cost \$15,000, will be built in East Bozeman, and the youth will be comfortably provided for, so far as buildings go, in the way of education. While mentioning these structures, the poor farm, situated one mile west of town, deserves a word. It consists of a 160 acre tract, provided with ample accommodations for the sick and indigent. The place was purchased a little over a year ago for \$4,000. Today it is worth more than twice the amount paid for it. The sick will not lack proper attention if they are cared for in proportion to the amount paid for their medication, a contract having been made with a physician at \$150 per month.

A COMPARISON INSTITUTED.

No question can exist as to which, Bozeman or Deer Lodge, has the handsomer location—the latter place, in my estimation, being the most beautiful of any Montana town. Bozeman is too near the "snow line," and the ground is rarely free from the "beautiful" during the winter. This is not pleasant to pedestrians, but it is a blessing to the farmer; enriches the ground and prevents the crops from being frost-bitten. And the situation of the town is not as pleasing as that of the Nalley Village. The ground here is flat, and while creeks formerly ran through the town, their waters have been diverted for agricultural purposes. But Bozeman has a larger population—double that of Deer Lodge—and the buildings are better and in greater numbers. So while you lead in the picturesque and will gather unto you the æsthetics, we'll catch the masses and be content.—*Correspondence of Deer Lodge New Northwest*.

AGRICULTURE.

It is estimated that 6,000 hogs were butchered in Walla Walla county the past winter.

Two acres of good hop land in White river valley, twenty miles from Seattle, have been sold for \$2,000.

The Hop Growers' Association recently organized in Seattle has secured 700 acres on the Snoqualmie prairie, part of which will be planted in hops this year.

In 1882 Washington produced 8,162 bales of hops weighing 180 pounds each, and Oregon 3,791 bales. This yield will probably be doubled the present year.

The merchants of Walla Walla import from California 7,500 pounds of butter per month, as well as eggs by hundreds of dozens, and this in a country teeming with cattle and a paradise for chickens.

The Palouse, Spokane and Big Bend countries of Eastern Washington and Idaho have largely increased their area of fall wheat, and this with the many acres of spring sowing will yield an enormous surplus for exportation.

It is expected that a tract of 1,000 acres in the neck between the Willamette and Santiam rivers will be converted into a vast hop farm by Portland capitalists. This will be an important addition to Linn county's industries.

In 1881 a man named Betzgar drove 14,000 sheep from Eastern Washington to Wyoming, and 22,000 in 1882. He is now purchasing and preparing to drive a still larger band this year. He says the sheep make the journey in good condition.

E. W. Crutcher owns all the meadow land and water in a section in Northern Nevada 42x61 miles, and has upon it 15,000 cattle and 1,000 horses. This range embraces thousands of acres of excellent soil, needing only water to make it as fertile as can be found in the West.

In Western Washington and Western and Southern Oregon the exceedingly mild and pleasant spring has permitted an extensive seeding of spring wheat. The soil is in splendid condition, and the prospects are favorable for even a greater yield than last season.

Throughout the whole great wheat belt of the Northern Pacific railroad the cold weather of the past winter was preceded by a light fall of snow, which covered up the young shoots and completely defended them from all harm. The prospects for a magnificent crop in Montana, Idaho, Eastern Washington and Eastern Oregon never were better than at present.

Advices from San Francisco say that Oregon wool has the call in the market and is especially desirable because of its fineness and length. A distinction is made between the wool of Willamette valley and that from the Umpqua and Eastern Oregon, the latter places being superior to the former because more attention has been paid to the improvement of flocks.

It is estimated that in the region commonly called the Walla Walla country, the acreage of wheat has been increased forty per cent. over last season. Wheat has raised thirty per cent. in price since the reduction in freights, and with the expected large crop and the high prices likely to

follow the shortage in Europe, the farmers' pockets will be lined with coin in the fall.

In view of the splendid yield of hops last season and the high price ruling in the market, a much increased acreage is being planted this year, especially in the hop-producing districts around Puget sound. In Puyallup valley twenty-seven cents per pound have been refused for this season's crop, so confident are the people of a high market in the fall. The same is true of White river growers.

The *Grant County News* advises people not to undertake farming in that region, because, as it sarcastically remarks, it is claimed there is no market, and that hay will only bring \$20 per ton, wheat \$2 per bushel, oats and barley 3cts. per pound, hams and bacon 25 and 23 cts. (much of which is brought from California "because there is no market"), butter from 50 to 62½ cts., cheese 25cts. and vegetables 2cts. Verily the farmer must starve, and the thousands of fertile acres the government is willing to give away remain with their virgin soil untuned.

At least a partial failure of the California potato crop is expected, and it would not be a bad idea for our farmers to plant an extra quantity this year. If not needed in California they certainly will be in Montana, and to feed the hungry thousands that will pour into our midst. The potatoes raised in the Sacramento valley can no more compare with the dry mealy tuber of this country than pumpkins can with luscious melons, and San Francisco ought to furnish a good market at all seasons. They buy them in Salt Lake, why not in Oregon? A good potato crop will be a valuable one.

From August 1, 1882 to March 16, 1883, the foreign and domestic shipments of wheat from this port were 1,904,930 centials, valued at \$3,111,390; of flour, 354,201 barrels, at \$1,657,110. During the same time the produce receipts were as follows:

	West of Cascades.	East of Cascades.
Wheat, ctls.....	1,435,549	600,124
Flour, bbls.....	247,234	96,210
Oats, ctls.....	110,199	47
Barley, ctls.....	4,153	512
Bran, lbs.....	3,900,218	126,000
Millstuff, lbs., unspecified..	3,500,728	65,910
Potatoes, sacks.....	16,860	155
Hay, bales.....	8,563	192
Wool, lbs.....	657,426	792,668
Butter, lbs.....	401,990	9,770
Eggs, doz.....	352,550	2,733
Fruit, pkgs.....	36,031	1,265
Lime, bbls.....	19,029
Flaxseed, sacks.....	57	80,194
Hops, lbs.....	629,917

Assurances reach us from Montana that the completion of the railroad will open an extensive market for vegetables, butter, fruit, canned goods, leather, mutton and pork, that would naturally derive its supply from Oregon and Washington. Are we prepared to profit by this? We import butter, eggs and vegetables from California into a region in every way better calculated for their production than our sister state, and how can we supply directly this opening market? If this state of affairs is allowed to continue, our farmers will find enterprising men from the East purchasing the choice locations at their present value, and doing that with them which will double their

value in a year. Why should we let others excel us when both soil and climate give us the advantage? We must be enterprising ourselves or make room for those who will be.

The *Olympia Transcript* thus speaks of the advantages and prospects of the fruit industry in the region about Puget sound:

"No country is better adapted to the raising of nearly all kinds of fruit grown in temperate regions, yet to make it a successful business attention must be given it as well as any other. The simple planting out of trees and letting them take care of themselves will not do. They must be watched at all seasons, and care given that they are planted in good soil, have protection from cold winds or scorching sun, and are not destroyed by insects or other enemies. Our frosts in the early spring sometimes ruin a portion of the fruit, when a little care by burning smudges would save it all. It takes but a little attention to do this, and is worth the while of fruit growers to try it. Some few do it and always have plenty of fruit every year. On the sound we are not troubled with winter's freezing, as in some of our eastern counties; but we have other drawbacks which can be easily remedied. There is nothing raised which is so profitable as fruit, and yet to raise it successfully care must be taken. One farmer in this county is setting out one thousand prune and plum trees this spring, and we have not the least doubt but he will, in a few years, be well rewarded for his trouble. No fruit grows better here than these varieties, and they always bring a good price in the market, fresh or dried. Many of our farmers could easily set out a few hundred trees, and with proper care they would soon bring them a good income. As our country is fast settling up, all kinds of fruit are likely to command a good price for many years, and the first who make this a part of their business will be the first to reap the greatest benefit."

The loss of stock during the past winter has been far less than the unprecedented cold weather led many to expect. In Montana it is estimated at not more than two per cent. The ravines and coolies protected cattle from the blizzards so fatal on the plains, and the bunch grass was at no time so covered up by snow as to prevent stock from reaching it. A better country for stock than Montana would be hard to find. In the vast region lying between the Cascades and the Blue, Bitter Root, and Cœur d'Alene mountains, cattle suffered but little, for during the two or three weeks when snow and ice prevented them from sustaining themselves fully they were fed, as dear experience has taught stock men the value of having a little feed on hand. Though as a general thing grazing is good the whole season round, there occurs every few years a winter when it is necessary to feed stock from one to four weeks. The loss has been chiefly confined to sheep and cattle that were in bad condition in the fall. In Oregon east of the Blue mountains and in Southern Idaho, the death rate has been greater. In Union county hay sold for \$40 per ton and at that price was too dear to feed to large bands of cattle, even if they could have been collected for that purpose. In a few cases thirty per cent. of the stock perished, but in general the destruction was far less. Under the circumstances it is perhaps as well that such large bands were sold and driven east last year. In Western Washington, Western and Southern Oregon, cattle suffered but little, and no unusual loss is reported. In British Columbia the loss was slight. Taken as a whole, the fact that cattle survived such a cold winter so well, generally without other food than the ranges supplied, is conclusive proof that the great Northwest is the stockman's paradise.

FROM OUR TRAVELING REPRESENTATIVE.

WASHOUGAL CITY is a shipping and business point on the Columbia, about twenty miles above Vancouver. The farming and timber interests are becoming quite extensive.

ASSOTIN CITY has been laid out in Garfield county, across Snake river from Lewiston, and ten miles up the stream. Many lots have been sold and quite a town is springing up. The farming country back of it is magnificent.

GARFIELD is a town laid out in 1882, eight miles west of Farmington and the same distance northwest of Palouse City. It has three stores and two blacksmith shops, and is growing rapidly. It derives its support from the rich farming country surrounding it.

GARFIELD county has settled up rapidly during the past two years. The wheat acreage is fully twice what it was last year, and the prospects for a splendid crop are very favorable, with a certainty of a much higher price for grain. There is much land in this county yet to be taken.

WALLULA JUNCTION is the point of union between the Northern Pacific and the O. R. & N. Co.'s line. It has a splendid eating house and the hotel accommodations for passengers lying over are excellent. The railroad improvements here are quite extensive, and a pleasant little town has been built.

PATAHA CITY, the rival of Pomeroy, lies about two miles above it on Pataha creek. With an agricultural region unsurpassed for fertility at its back it has a bright future. There are a flouring mill with two runs of stones, a number of good stores, and a general feeling of confidence in the future. The *Spirit* is an excellent paper published by Denison & Wilkins. One of the citizens has laid out the town of Berlin, midway between Pomeroy and Pataha City, as a compromise location for the county seat, and has erected a fine house there.

POMEROY, the *de facto* county seat of Garfield county, W. T., is a thriving place displaying much business and building activity. A flouring mill has been at work here several years, and a planing and chop mill will soon be built. A good brewery, several stores, hotel, restaurant and livery stables are doing splendid business. Two readable weekly papers, the *Republican* edited by Harry St. George, proprietor of St. George Hotel, and the *Independent* by Rev. F. W. D. Mays. The county seat contest between Pomeroy and Pataha City has been long and warm and is not yet decided.

FORT LAPWAI is a two-company post on the Lapwai Indian reservation 12 miles east of Lewiston. When the reservation is thrown open to settlement it will add materially to the agricultural strength of this region. Waho lake is a summer resort fourteen miles south of the city. The interior between Salmon river and the Clearwater is a fine agricultural region awaiting development by a railroad. The land is nearly all open for settlement and if the O. S. L. builds down Snake river will be eagerly seized upon. The Palouse region north of Clearwater is much of it tributary to Lewiston, and a road is being graded to a fine agricultural section to the northeast called the Potlach country. That section is sparsely settled and offers splendid homes for immigrants. The

settlements in this whole region are increasing rapidly.

PALOUSE CITY is situated on the river of that name, and is second only to Colfax in size in Whitman county. It has a flouring mill and a large number of stores, shops, etc. Its trade extends throughout a large section of the magnificent farming lands of this region, and is daily increasing in volume. The road from Palouse Junction will have one of its branches terminate here before the year closes. A great increase in the volume of business will necessarily follow, as well as a decrease in the cost of goods and a higher market for wheat, the staple product of the country. The *Boomerang* is a good paper, published weekly. The schools are excellent here, and, in fact, all over Whitman county. This is very creditable to a county that has been settled but twelve years, and that has received the bulk of its population within the last five.

FARMINGTON lies in the Palouse region, in the northeastern portion of Whitman county, W. T., and was laid out in October, 1878. The land of the surrounding country is a fine alluvial soil, and produces wheat, oats, barley, flax, vegetables, clover, timothy, red-top and blue-grass in abundance. The land is well watered and timber is plentiful and easy of access. Fruit does well, especially apples, plums and cherries. Hogs are raised in large numbers, and thrive upon the camas and cowse roots. Lumber is but \$9 per thousand at the mills near by. A steam flouring mill will be erected this summer. The trade of Farmington is with the surrounding country, which still offers splendid locations for settlers. This is selected as a terminus of one of the branches of the road running into this region from Palouse Junction, and will become a place of considerable importance.

MOSCOW, though not yet so large or populous as Lewiston, aspires to be the county seat of Nez Perce county. It lies to the north of Snake river, just within the Idaho line, and is one of the most energetic little cities in this whole region. It will be the terminus of the branch road from Palouse Junction on the Northern Pacific and will no doubt see the locomotive appear before snow flies again. A grist mill, saw mill, and many stores, with the usual number of shops, saloons, etc., make up the sum of business. For the production of wheat the surrounding country is unexcelled, and excellent fruit is grown by many who have planted orchards. The lands are watered and timber is plentiful. Wool-growing is a great industry. Nearly all the land in the immediate vicinity of Moscow has been taken up, but farther back splendid locations can be found. A fine school building will soon be erected. The *Mirror* is a spicy paper with a good circulation. The trade of Moscow extends throughout the Upper Palouse region and into the Potlach country.

VANCOUVER is the county seat and only town of any size in Clarke county, W. T. A splendid brick court house and an elegant school building have just been completed. A large hospital, convent and school are under the control of the Sisters of Mercy, and a college is maintained by the Catholic denomination. An Episcopal church and parochial school, and a Methodist church also are sustained. The beautiful military reserve on the edge of town is the headquarters of the

Department of the Columbia. The U. S. land office for the district bordering the Columbia river in Western Washington is located here. A flouring mill, saw mill, a sash and door factory, two breweries, several large and many small stores and shops make up the business of the city. Two excellent papers, the *Independent* and *Register*, are published weekly. A railroad into the interior of the county and a large saw mill in the city are in contemplation, also an improvement in their water works system. A large addition to the town site has recently been made. The city receives and ships by the O. R. & N. Co.'s and the Vancouver Transportation Co.'s boats.

DAYTON is the county seat of Columbia county, W. T., and is one of the most flourishing towns of the Northwest. Two national banks, one recently opened, four large general stores, and a large number of grocery, furniture, drug, hardware, stationery and jewelry stores show the large volume of business transacted. Two excellent papers are well supported. The *Chronicle* has recently been sold by O. C. White to Wilson & McCully, the latter of whom has formerly edited its columns and is an able and conscientious writer. The *Journal* was started last summer by T. O. Abbott. The *Chronicle* publishers expect to start a daily in the immediate future. There are two large flouring mills, one costing \$30,000 and the other \$35,000, also saw, planing and chop mills. Agricultural implements are sold in great numbers, and wagon making and blacksmithing is a leading industry. An excellent bakery and cracker factory, several small breweries and a brick yard are doing a good business. Columbia is a magnificent county and Dayton is its business center, and being the railroad terminus, is the general shipping point for miles around.

COLFAX is situated on Palouse river, and is the county seat and chief town of Whitman county. The business portion was destroyed by fire last summer, and the wonderful manner in which it has been rebuilt is an evidence of the prosperity and natural advantages of the city. The new buildings are principally of brick, and more substantial than those destroyed. Many brick blocks will be erected this summer as rapidly as material and labor can be procured. The railroad from Palouse Junction will reach this point early in the summer, and Colfax will then become the shipping point for the large stretch of agricultural country throughout which its trade extends. A large flouring mill and a saw-mill are running constantly. The land office for this district is located here, and the amount of business transacted is enormous. The vote cast in 1882 was 500, being more than that of any town north of Snake river. The religious and educational advantages are excellent; good churches, a splendid public school and an academy. The *Palouse Gazette* is an excellent weekly paper, published by C. B. Hopkins, a young man of energy and ability. Colfax is destined to be one of the great business centers of Eastern Washington.

LEWISTON at the mouth of Clearwater, is the oldest city in Idaho, contains a population of 1,400, and is the only place of note on Snake river in its long course from the Rocky mountains. The altitude is 619 feet, and the climate is very pleasant and salubrious. It enjoys an extensive wholesale trade with the interior, and loaded pack

trains and teams leave daily for the mines in the Bitter Root mountains, the outlying agricultural districts and the logging camps on Clearwater. Some of the business houses have branches in the interior towns. There are a graded school in a building that cost \$10,000, four churches with Sunday schools, a city government out of debt, a fire department, two daily and three tri-weekly stage lines, a ditch costing \$40,000, two extensive flouring mills, two weekly papers (*New Perce News* and *Teller*), two good hotels, six wholesale stores, and many retail establishments. A national bank recently organized will soon erect a fine building, and a company will put in a system of water works to cost \$35,000. Much activity is manifested in real estate because of the general belief that the Oregon Short Line will build down Snake river to Lewiston. A mill with a capacity of 200 bbls. of flour per day will soon be built across the river at the mouth of Alpowa creek.

WHO SHOULD COME TO THIS COUNTRY?

No one should think of emigrating without sufficient means for self-support for at least a short time after reaching this section. Labor is a scarce article here just now, but not all those who emigrate care to do the rough sort of work required; nor are all who come mechanics, so that suitable employment immediately upon arrival cannot always be relied upon, and there is nothing more discouraging to the new-comer than to become a subject of public or private charity. This caution applies particularly to heads of families, who would be cruelly derelict in their duty to expose those depending upon them to the risk of destitution or hardship on arrival here.

Generally speaking, persons accustomed to ordinary mechanical labor, and who unite frugal habits with persevering industry, will run no risk in coming here; but individuals unwilling to work, or accustomed to live by their wits, are not wanted—except by the police force of city and country. Idlers will only go from bad to worse, and adventurers will not prosper. This is the poorest country in the world for wit-living representatives. It requires health, labor, courage and persistence to succeed here as elsewhere, and emigrants must expect this. Capitalists cannot make a mistake by investing their money here, either in real estate or manufactures. The entire Pacific Northwest is now infused with a new life, and possessed of an activity in excess of anything of the like heretofore seen. Its population is being rapidly augmented, and its resources are being developed in a more than corresponding manner. For all that is produced there is a demand, and probably more is produced here per capita than by any other equal population in the United States. The most prudent and practical men in our midst have never entertained the shadow of a doubt in regard to the capacity of the resources of this country to support a population of 3,000,000 people, or of that number of people locating here finally. These resources offer an unbounded field for enterprise, and the attention they deserve is being attracted steadily. A man with a capital of muscle and courage need not wait for something to turn up. He can go to work and create opportunities.

TO CORRESPONDENTS.

J. L. G., ROME, MO.:—A schedule of wages paid mechanics in Portland, is given in another column.

W. H. A., EAU CLAIRE, WIS.:—The information you desire is given in our other columns in several places.

P. W. G., IUKA, MISS.:—You can buy a through emigrant ticket via San Francisco to Portland or other points, either by the Southern Pacific or the Union and Central Pacific. Through tickets will soon be sold by the Northern Pacific, the ends of their track being connected by a stage line.

D. W. H., CORNING, N. Y.:—An honorably discharged soldier is permitted to have the term of his service counted as residence upon the land in securing a homestead, provided that not more than four years are so reckoned. No matter how long he may have served in the army or navy, an actual residence upon the land of one year is required. One who served four years or more can thus secure a homestead in a year.

P. T. W., BUFFALO, N. Y.:—All wheat shipments from this country are now made by sea. Arrangements are being perfected for introducing the elevator system along the line of the Northern Pacific, and sending grain East by rail when the road is completed. With what success it will meet it is impossible to say, though railroad officials who have given the subject much attention, feel confident of the result.

I. M. S., UNIONVILLE, Pa.:—A gentleman need not want for congenial society for himself and family. Schools and churches compare very favorably with those in Pennsylvania. There are many business enterprises which a capital of \$20,000 can make very remunerative; but if you have any thought of investing that amount and are particular as to the climate, we would advise you to come out and investigate in person, and not depend upon the judgment or representation of any one.

J. J. D., PHILADELPHIA:—Read our remarks below. There is no danger whatever from Indians west of the Cascades. In some places east of the mountains, in the immediate vicinity of reservations, there is always a possibility, as there always will be where Indians exist with tribal relations, but it is so remote that it has but little influence upon our people in selecting lands. It would be advisable, where several families desire to make a settlement, to send one of their number in advance to make a suitable selection for them all. A man with a trade need not fear for want of employment.

T. L., DENVER, COL.:—There are vacant lands in every county in Washington and nearly all in Oregon, adapted to general farming, wheat being the staple. Those west of the Cascades are covered with timber, while the majority of those east of them are bunch-grass hills and prairies ready for the plow. For a nursery the western side is the best, because of its milder climate. Clarke county, W. T., is a good location; Whatcom county, also, as it is rapidly settling up, and trees will be in great demand soon. A flouring mill will pay in a great many places. A reliable description of our climate is given in the February number.

A. A. L., MINNEAPOLIS, MINN.:—The Oregon rains, so much spoken of, are confined to the region west of the Cascades. There were three short seasons this winter of what we call cold weather, the thermometer being at no time below 7° above zero. Ordinarily one short season is all we have each year of such weather. Since the first of February, up to March 22d, we have had but three rainy days, which is also unusual. The usual winter weather is a succession of rainy periods of from one to seven days, interspersed with sunny days. The temperature is seldom so low that a Minnesota man would think an overcoat necessary. Read the article on climate in the February number.

W. L., HUMBOLDT, IOWA:—There is much vacant land in the counties bordering the Columbia west of the Cascades, especially in Pacific, Wahkiakum, Cowlitz and Skamania, in Washington Territory, Columbia and Clatsop in Oregon. It is all covered with timber, and many choice spots, more particularly in Washington Territory, can be found where the soil is very fertile. There is no open prairie land, and all claims have to be cleared of timber. When favorably situated timber claims are now very valuable, and all will become so in time. Improved land can be purchased from \$10 to \$75 per acre, according to location and value of improvements. One should look around carefully before investing or settling, in order to make the best selection possible.

W. L. H., CHICAGO:—Such frauds under the pre-emption laws as are reported in Dakota, have not been practiced to any extent further west. The laws have generally been used by legitimate settlers to secure title to land adjoining their homesteads. There are many cases where merchants, lawyers, clerks, etc., living in towns, have proved up on pre-emption claims by maintaining what might be termed a constructive residence upon the land, but actually living elsewhere. This is done, however, for their individual benefit, and not in the interest of land-grabbers, and generally results in the improvement and cultivation of the land. The repeal of these laws, so far as the coast is concerned, would be chiefly a question of policy, whether it would be better to make 320 acres into one farm or two.

ISLANDS OF PUGET SOUND.

Between the Straits of Fuca and the interior waters of Puget sound, extending to near the forty-seventh degree of latitude, are many large islands. These are well adapted to fruit growing and vegetables. Explorers find tracts thereon possessing good soil with all the requisites for farming lands, and an abundance of fine water for household use. The further inland the commercial entrepot is fixed, the greater the number of these island-localities will be in the direct highway of ocean traffic. They will for that reason become desirable as well as profitable for settlement. Homes along highways by land and water are always eagerly sought for. An additional inducement for occupying those lands are the noted health-giving properties of the climate; the light air, salt breeze, pure water, all conduce to health.

The Pyrenees gold mine in the Cable district, Montana, has paid well since the mill started. A large body of high grade ore has recently been opened.

OREGON.

Though in its infancy almost, what state has brighter prospects? It only awaits the approach of the steam horse from other states to put a vigor and life into its growth, which will surpass the brightest expectations of its inhabitants. It has all the natural advantages which go to make up a great state. Within its borders any climate can be found, and one can choose between the dry, cold atmosphere and the sheep ranges of Eastern Oregon, and the wet, fertile wheat fields of the Willamette, or the mining regions of the South. It is bound to grow at a fast rate. Its 200,000 inhabitants will be doubled in the next five years, and this means that all parts of it will receive a benefit. Not Portland alone, nor Eastern Oregon, nor Southern Oregon, nor the Willamette valley, but every nook and corner within its limits. This is what we wish to see; we are not selfish in the matter. We want the state as a whole to grow into a commonwealth which will give it a foremost position in the government of the United States.—*Albany Democrat*.

THE MARCH OF MONTANA.

Montana's record for 1882 is a superb one. The unprecedented advance of the Northern Pacific and the extension of the Utah & Northern from Silver Bow to the mouth of the Little Blackfoot, have added in a twelve-month 400 miles of railroad to the territory. This progress of the iron track has opened to occupation a large area of mineral, pastoral, forest and agricultural lands, and brought to increase our population at least 15,000 permanent residents. Indian troubles have nowhere within our territory been renewed, and peace with the red man is permanently established. This year the territory has produced \$8,000,000 in gold and silver bullion, has sent to market 50,000 head of the finest and fattest grass-fed beefs the world can produce, and not less than 3,000,000 pounds of superior wool. The harvests have been abundant and prices better than for years. Some 5,000 acres have been added to the cultivated area. Important new mineral fields have been discovered, and a large number of cattle and sheep have been driven into Montana and put upon the vast stock ranges in addition to the increase from native herds and flocks. The assessed valuation of the territory has increased about thirty per cent., and such a boom in the building of cities and improvement of town and country property was never known. A geologist has predicted that Montana will be the greatest coal-producing region in the Union. She certainly will lead every other section in the production of beef, mutton and wool, and not unlikely of gold and silver and many of the base metals. Here is the field above any other for capital, muscle and enterprise. Immigration to Montana signifies success in life.—*Helena Herald*.

The Livermore Company, which originally introduced the Stylographic Pen, have recently made great improvements in their pen, and have reduced the price so that everybody can have a chance to purchase the best article of the kind. By sending \$2 to Louis E. Dunlap, Manager Stylographic Pen Co., 290 Washington street, Boston, you will receive by return mail one of these famous pens, and also a sufficient quantity of superior ink for six months' use. Full particulars as to different styles and prices can be obtained by sending for circular.

Quite a large number of new advertisers make their bow to our readers in this number of THE WEST SHORE. Each and every one of the firms is known to be first-class. No others are admitted into our columns.

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

A HOMŒOPATHIC PHARMACY IN PORTLAND.—This is a new feature of our Northwest metropolis. The long felt want of a reliable Homœopathic Pharmacy induced Messrs. Paul J. A. Semler & Co., of San Francisco, to establish a worthy center for Homœopathy in this Pacific Northwest. Messrs. Semler & Co. keep a complete assortment of family medicine cases and books, family remedies and medicines in single vials may be procured from them at San Francisco prices. We feel safe in saying that no family should be without Semler & Co.'s neat two dollar case, containing twelve remedies with direction for use. Address, Paul J. A. Semler & Co., P. O. Box 878, or 93 Morrison street, Portland, Oregon. N. B.—The Family Homœopathic Assistant mailed free on application.

An inspection of the immense stock and the prices goods are being offered for at the Farmers' and Mechanics' store in this city, will convince our readers that what Prager Bros. state in our advertising columns are facts. They are in every respect reliable, and importing direct from manufacturers, are enabled to offer superior inducements to consumers.

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

No other like Scheffler's St. Helena, California, "EDGE HILL" wine and brandy. Ask especially for it, and you will obtain the best and purest.

To obtain the most artistic views of scenery in the Pacific Northwest, go to Davidson, southwest corner First and Yamhill. He has the only complete assortment in this state.

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Of Buildings, Animals, Machinery, etc., executed to order in an artistic style at the office of the West Shore, Portland, Oregon. Blocks can be worked on any press. Address for estimates.

Newspaper and Job Printing Office
FOR SALE.

Located in one of the best towns in Washington Territory. Campbell news press and two Peerless jobbers, steam power. Is now earning \$400 per month. Circulation 1,250. Price, \$5,000. The present proprietor has good reasons for selling.
Address, I. C., WEST SHORE Office.

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Is the only reliable index of the Commerce of the Pacific Northwest.

Issued Every Friday At \$3.00 Per Year.

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Cor. First and Taylor.
The Best Work in the State Guaranteed.

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TERMINUS OF THE N. P. R. R.,

Lots for sale on Easy Terms.

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Stock Broker, wholesale Butcher and
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Watch Repairing Carefully Executed.

Any Article in the Jewelry Line
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The Largest Stock and the Lowest
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Country Orders Solicited.

Oregon Railway and Navigation Co.

OCEAN DIVISION. Between San Francisco & Portland.

From San Francisco	From Portland.
Leaving Spear St. Wharf at 10 A. M. as follows:	Leaving Ainsworth Dock at 12 midnight as follows:
Oregon.....Tue...April. 3	Columbia...Mon. April. 2
State.....Fri....." 6	Queen.....Thu....." 5
Columbia...Mon....." 9	Oregon.....Sun....." 8
Queen.....Thu....." 12	State.....Wed....." 11
Oregon.....Sun....." 15	Columbia...Sat....." 14
State.....Wed....." 18	Queen.....Tue....." 17
Columbia...Sat....." 21	Oregon.....Fri....." 20
Queen.....Tue....." 24	State.....Mon....." 23
Oregon.....Fri....." 27	Columbia...Thu....." 26
State.....Mon....." 30	Queen.....Sun....." 29
Columbia...Thu...May... 3	Oregon.....Wed...May... 2
Queen.....Sun....." 6	State.....Sat....." 5
Oregon.....Wed....." 9	Columbia...Tue....." 8
State.....Sat....." 12	Oregon.....Fri....." 11
Columbia...Tue....." 15	Oregon.....Mon....." 14
Queen.....Fri....." 18	Columbia...Thu....." 17
Oregon.....Mon....." 21	Columbia...Sun....." 20
State.....Thu....." 24	Queen.....Wed....." 23
Columbia...Sun....." 27	Oregon.....Sat....." 26
Queen.....Wed....." 30	State.....Tue....." 29

RAIL DIVISION.

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

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

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

MIDDLE COLUMBIA RIVER DIVISION.

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

ALSO

Leave Portland for	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Astoria and Lower Columbia.....	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.	7 A. M.	7 A. M.	7 A. M.
Corvallis.....	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Salem.....	6 A. M.	6 A. M.	6 A. M.	6 A. M.	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.

General Offices--Cor. Front and D Sts.
C. H. PRESCOTT,
Manager.

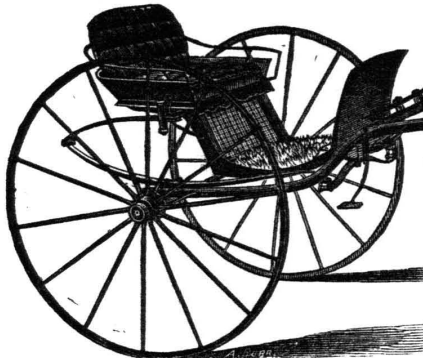
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Superintendent of Traffic.
A. L. MAXWELL,
Ticket Agent, Portland.

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By buying at dealers' prices. We will sell you any article for family or personal use, in any quantity at Wholesale Price. Whatever you want, send for our catalogue (free) and you will find it there. We carry in stock the largest variety of goods in the United States.

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227 & 229 Wabash Avenue, Chicago.

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Most Perfect Two Wheeled Vehicle in the World

Easy of access, shafts being low and attached direct to the axle.

Perfectly Balanced, and entirely free from all jerking motion of the horse, so disagreeable in other carts.

Rides better and is more convenient and desirable than a buggy, at about one-half the cost, and it will carry a top equally as well.
Four different styles and qualities, from \$100 to \$150.

Refer by permission to all parties who have used them to prove that they are

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Portland Carriage Manufactory.

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The Baker Three-Barrel Gun.



Hazard's Sporting and Blasting Powder, Fine Fishing Tackle and Sporting Goods of all kinds.

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AND

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Show Cards and Labels, plain and in colors, Fruit, Salmon and Tobacco Labels, Views, Maps, Diplomas, etc., etc.

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CARDS 50 New chromo cards with name, 10c. Blank cards to Printers, 50c. per M. and upward. Agents wanted. Send for catalogue and 1 doz. samples 6c. Game of Authors, 20c. Clinton Bros. & Co., Publishers of chromo cards, Clintonville, Conn.

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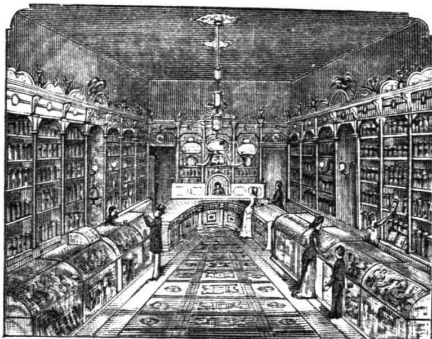
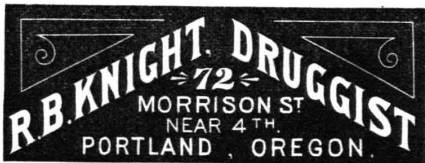
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Physicians prescriptions carefully compounded. A complete stock of choice Perfumery and Toilet Articles always on hand.

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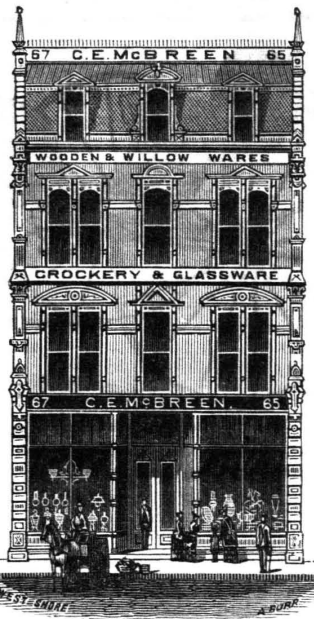
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Toys, Notions, Clocks, Cutlery and Roger

Bros. Plated Ware, Lamps and Lamp

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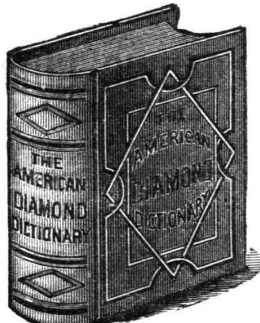
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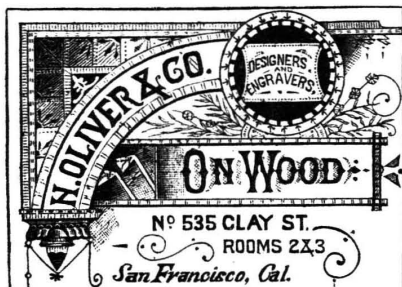
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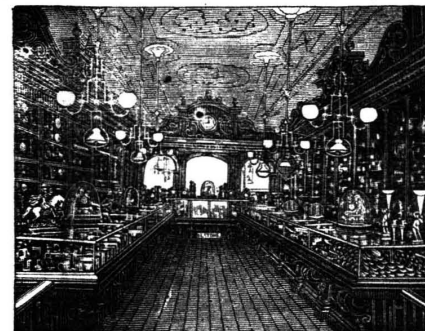
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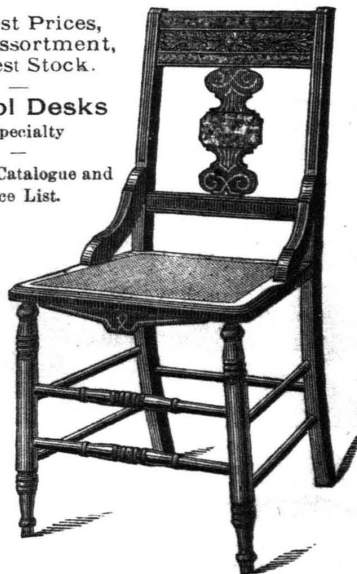
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 Rates, with Board, \$2, \$2.50 and \$3.00 per Day

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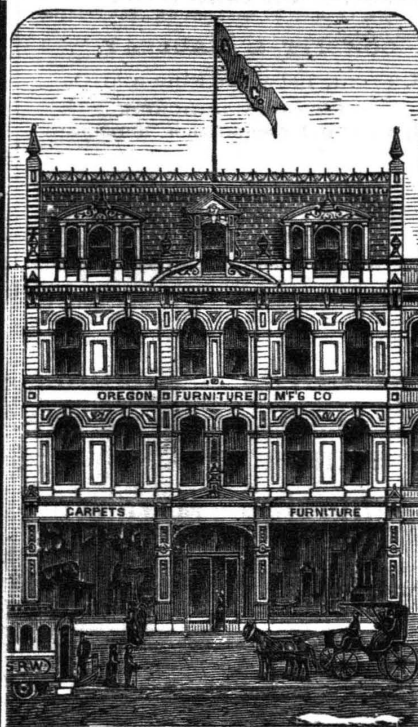
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 Bathing accommodations free to guests.
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 Whooping Cough, Croup, and
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Post Office Candy Store,

Wholesale and Retail. Manufacturers of
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Multnomah Block,
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The Company have just moved into their new
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The only steam power Passenger Elevator in the city
 is kept running from early morn till late at night
 for the accommodation of Customers, who
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 SHIPPING DEPARTMENT: NOS. 7 and 9 SALMON ST.,
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If you have **SICK HEADACHE, DYSPEPSIA, CONSTIPATION, BILIOUS-**
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IMPURITY of the Blood, Etc.,

USE ROSE PILLS,

Which promptly RELIEVE and CURE those disorders.

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THEY HAVE NEVER BEEN KNOWN TO FAIL.

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Importers and Dealers in

Carpets, Floor Oil Cloths,

Paper Hangings and Upholstery Goods,

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