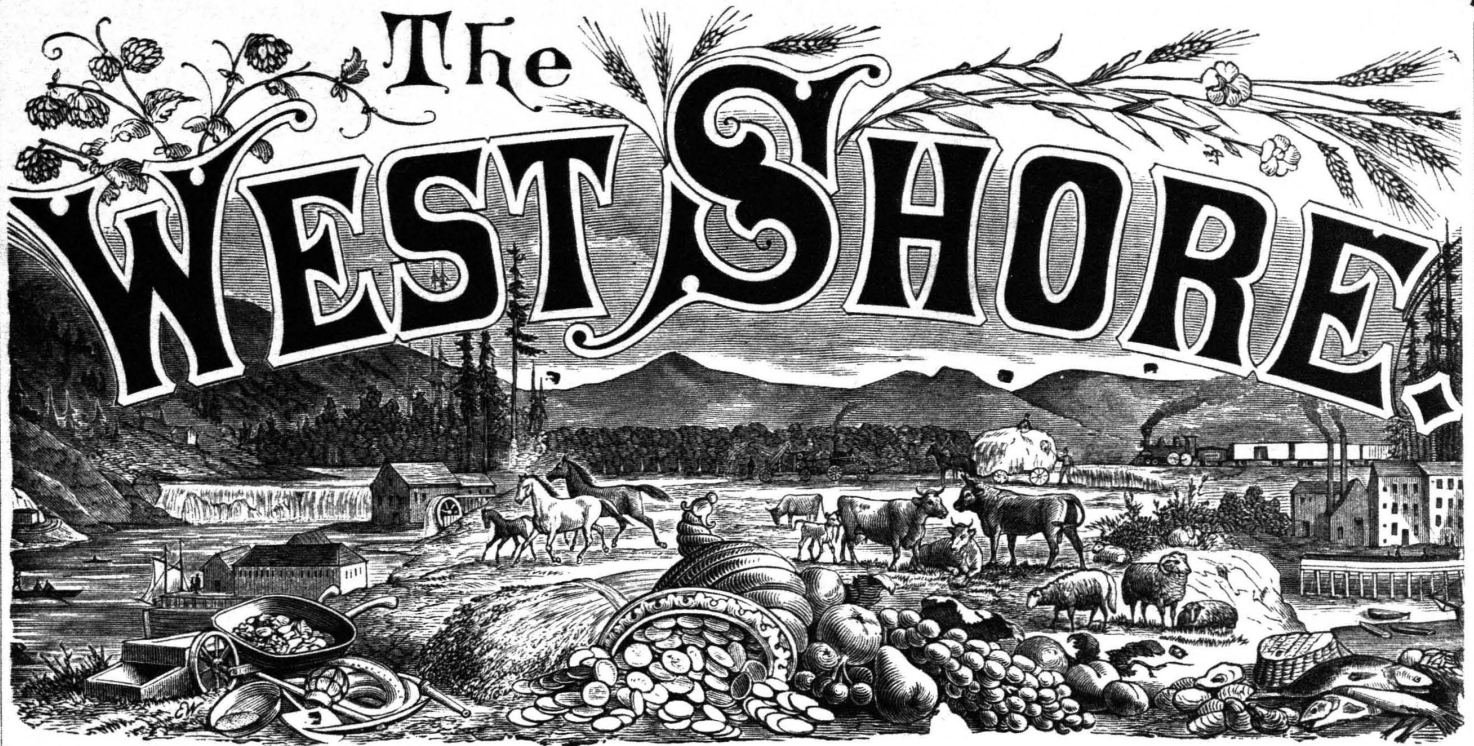


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Devoted to

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{ L. Samuel, Publisher,
122 Front St.,

Portland, Oregon, November, 1883.

Entered at the
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TRAVELING AGENT.

—
CRAGIE SHARP, JR., is a duly authorized traveling agent of THE WEST SHORE.

HOW LONG?

—
How long must we suffer from the misrepresentation of travelers who skim over the country in a palace car, and fondly imagine that from the car window they see everything the land contains? How such men can deem themselves competent to express an opinion it is difficult to imagine, yet in their insufferable conceit they air their views in their home newspapers, and these silly vapors are swallowed by their neighbors as the matured judgment of one who has "been there and knows all about it." A copy of the *Winnipeg Times* lies on our table, in which is printed an interview of some length with Mr. John Peter Grant, evidently a man of enough prominence to have his three names given in full. The gentleman had just returned from an extended tour of *three weeks* through the northwest, traveling only 5,000 miles by rail, and became so well informed about this country that he finds it necessary to take Boise City, the capital of Idaho, out of that territory and set it down at some indefinite point in Oregon. The extent of his observations in this region can be judged when he says: "Through Washington territory and Oregon, which have lately been advertised so extensively, the land has the same arid, dry appearance (as Montana), and nothing can be raised without the aid of irrigation." There are lands, and splendid ones too, lying west of the Columbia that require irrigating, but the section through which Mr. Grant passed, and it is of course that of which he speaks, produced this season over 6,000,000 bushels of magnificent wheat, varying from twenty to forty-five bushels per acre, not one of which was the result of irrigation. If he had exercised his tongue half as freely in asking questions while traveling as he has since his return in revealing his erroneous conclusions, he would have learned these facts and many more to his advantage; but no, he gazes from the car window and that is enough. Across eastern Washington the Northern Pacific follows the dry bed of ancient watercourses, for obvious reasons, to the mouth of Snake river, and then down the sandy bank of the Columbia to Portland; all is apparently a desert, yet back from the road a few miles are thousands upon thousands of cultivated fields, not one of which knows the use of an irrigating ditch, while in the scores of towns and small cities are mammoth warehouses filled to the roof with sacks of grain. Mr. Grant reminds us forcibly of the snobbish English tourist, who just takes "a run over to Hamerica, you naw," sups at Delmonico's, visits the Chicago stock yards, makes a flying trip to the Yosemite, and then returns to England to write a book about the manners and customs of America. Indeed, it is a relief if he does not inflict upon us a complete history of the United States from the reign of Cosmos to the reign of Ben Butler.

While we are on this subject we must pay our respects to another class, and this is the "correspondent." He travels and writes, or writes and travels, it makes but little difference which, and regales his paper with choice extracts from immigration pamphlets, "boom" circulars, etc., that are thrust into his hand. We have no desire to discourage enterprise among journalists, and have no doubt that the "traveling correspondent" is a fine institution; but it does seem to us that these letters could be prepared to greater advantage in the editorial rooms at home, where desk room is more ample and the paste pot handier.

OREGON AND CALIFORNIA RAILROAD.

—
One of the most important lines in the system of transportation created by Mr. Villard, and the one that was the original foundation upon which he erected the present huge combination, is the Oregon & California railroad. In the winter of 1865-6 Simon G. Elliott procured from congress a land grant subsidy for a line of railroad running from Portland to Sacramento. That portion of the grant lying in the state of California, belonging to the California & Oregon Company, fell under the control of the Central Pacific managers, and was built as far as Redding in the edge of the mountains at the head of Sacramento valley, which has been the northern terminus for a number of years.

Mr. Elliott came to Oregon and incorporated a company which was in 1870 declared by the legislature of this state to be the one which should enjoy the franchise and land grant made by congress. Ben Holladay & Co. was the firm name of the managers of this enterprise, and by the sale of bonds at fifty per cent., they constructed the road 200 miles south from Portland, stopping at Roseburg in the Umpqua valley. On the west side of the Willamette a line was built as far as St. Jo., in Yamhill county, and subsequently extended to Corvallis. Much expensive litigation attended the operations of Ben Holladay & Co., and the business done by the completed portion being unremunerative, the road, land grant and franchise were turned over to the German bondholders, who sent Mr. Villard here to look after their interests. Out of confusion he brought order, and transformed a bankrupt railroad into a paying enterprise. The history of his success and the steps he has taken to combine the transportation lines of the northwest into one grand, comprehensive system, are too well known to require comment.

The Oregon & California road runs from Portland up the east side of the Willamette to Harrisburg, where it crosses the river and continues south through the Calapooia mountains to Roseburg, in the Umpqua valley, which was until recently the operating terminus. A line also runs up the west side of the river to Corvallis, and is now being extended to Junction City, connecting with the main line.

About a year ago an agreement was entered

into by Mr. Villard and the managers of the Central Pacific to extend their roads north and south to a junction at the Oregon and California boundary line, and work is now being vigorously pushed at both ends. Already the road has been extended south through the Umpqua and Rogue river mountains to Grant's pass, on the confines of Rogue river valley, and grading is progressing in the valley itself, so that its completion to Ashland before spring is expected. Owing to the necessity of tunneling Siskiyou mountain, a work which will not be executed before August, 1884. Ashland will remain the terminus for a number of months. The Central Pacific has already progressed some twenty miles beyond Redding and will be at the south end of the long tunnel ready to join tracks as soon as that great work is finished.

On the line of the extension the Oregon & California has constructed many tunnels, some of them several thousand feet in length, besides the immense one through Siskiyou mountain upon which work is now being considerably advanced at both ends, and as there are also a number on that portion being constructed by the Central Pacific, this could properly be called the great tunnel route of America. The scenery along the line is grand in the extreme, more so than on any other road of equal length. Following up the river through the beautiful valley of the Willamette, the Coast Range and Cascade mountains rising on either hand, with the snowy crests of Hood, Jefferson and the Three Sisters towering above them, the road enters the Calapooia mountains and traverses a series of mountain-locked valleys to the Umpqua. It follows up the winding arms of the valley and along Cow creek, through tunnel after tunnel and crossing numerous high trestles, till it issues from the rocky canyons and enters the sunny valley of Rogue river, walled in by encircling mountains. Crossing this in full view of the white dome of Mount Pitt, it gradually climbs the steep side of Siskiyou mountain until it plunges into its dark interior and appears on the other side. This is the end of the Oregon & California.

From that point the branch of the Central Pacific continues south across the turbulent Klamath and through Shasta valley, skirting along the western base of Mount Shasta, the frost-crowned monarch of the Sierra Nevada, and following down the canyon of the Sacramento river, enters the head of Sacramento valley, which it follows midway between the Sierra Nevada and the mountains of the Coast Range, to its junction with the main line at Sacramento City. Taken in connection with the grand scenery of the Columbia river and along the Northern Pacific, this can not fail to be the favorite route of travel between the east and San Francisco. We present five engravings of the scenery along the newly-completed portion south of Roseburg, which are an indication of what the traveler beholds along the whole route. The canyon of Cow creek, the gorge at the crossing of the same stream, Brimstone trestle, Rock cut near Roseburg, and a view across the mountains looking south from Tunnel eight, are given.

The president of the Oregon & California is Henry Villard, while R. Koehler is vice-president and general manager. The road is now being operated under a lease by the Oregon & Transcontinental, which company is also constructing the extension. Manager Koehler brings to bear in the handling of the road an experience and judgment that are invaluable. He is a pleasant, courteous gentleman, enjoying the confidence and respect of all who come in contact with him either socially or in business relations. His office and the general headquarters of the company are at Portland.

WHATCOM COUNTY.

THE WEST SHORE has at different times given descriptions of the various important features of Whatcom county, and now presents engravings of its most considerable towns and harbors. Nearly every section of Washington territory has had its "boom" during the past few years, and the prosperous condition of all shows that there was something to support and justify it. The Whatcom boom, of which the initial steps were taken the present season, will begin in earnest the coming spring, and will lead to a permanent increase in population, real estate values, cultivated lands and marketable products. The resources of the county consist of vast tracts of fine arable land, immense bodies of magnificent fir, cedar and spruce, large deposits of excellent coal, waters teeming with fish, and large mineral wealth as yet undeveloped. The coast line along the sound abounds in fine harbors, Bellingham bay having no superior for safety, ease of access, depth of water, good anchorage ground, and all that renders a harbor desirable for large seagoing vessels. The vast tracts of fertile land lying north of the Nooksack, the tide marshes along the coast and the river bottom lands, all combine to give Whatcom the greatest amount of desirable agricultural area in the territory west of the Cascades. The timber interests are enormous, 40,000,000 feet of logs being floated down the Skagit river alone in 1882. A railroad is projected from Bellingham bay to British Columbia, upon which work was begun this fall, but has now been suspended until spring, when it will be pushed vigorously forward. P. B. Cornwall, D. O. Mills and others, who are proprietors of extensive coal mines, will about the first of April put 1,000 men at work building a railroad from Bellingham to the mines. The Puget sound and Idaho R. R. Co., has been incorporated to build up the Skagit and across the Cascades. Much money will be expended during the coming year in improvements by the above companies, by hundreds of energetic men in erecting buildings and founding business enterprises in the various towns, and thousands of immigrants will pour into the county to settle upon the vacant government lands. Our engravings show the town sites of La Conner, Whatcom and Sehome, or New Whatcom, as they appeared a few months since when sketched by one of our staff artists, but so great has been the subsequent improvement and so many stores, residences, etc., have been erected, that they fall far short of doing the towns justice. In some of them the number of buildings has been doubled since the sketch was taken. This progress is still going on, and an engraving of the places as they exist to-day, would hardly be recognized six months hence. Added to the

local resources and the large enterprises already initiated, is the possibility of the Oregon Short Line or some other great transcontinental road, building through one of the northern passes of the Cascades to a Pacific terminus in Bellingham bay. That this will eventually come to pass is the belief of many, while not a few are sanguine of an early realization of their hopes.

MOUTH OF THE WILLAMETTE.

We reproduce another of Capt. Cleveland Rockwell's excellent paintings of familiar scenes on the Pacific coast. Probably no locality in the state is as familiar to our people as the place where the Willamette river unites with the Columbia on its journey to the sea. Daily river and ocean steamers and clipper ships from far across the trackless ocean, plow these waters with their loads of passengers and freight, and more people have passed the mouth of the Willamette than any other point in this whole northwestern region. The view is taken from the hills bordering the west bank of the river, and looks to the northeast, showing the snow covered cone of St. Helens in the central back ground and the icy crown of Mount Tacoma thrust far above the intervening mountains to the left. In the immediate foreground, but many feet below the point of view, is a river steamer plowing its way up the Willamette, while in the middle ground is the dual mouth of the river, divided by a little island, the Columbia running transversely across the picture to the left. The left bank of the Willamette is not that of the main land, but of Sauvie's island, on the other side of which runs what is now termed the Willamette slough, but what was once the main channel of the stream. This island extends down the Columbia for eighteen miles, the slough running parallel with the stream for that distance and discharging into the river at a point that was at some time in the past the only mouth the Willamette had. The present mouth and ship channel was no doubt made by the water at some season of unusual floods forcing for itself a passage across this long peninsula and converting it into an island.

The original title of this narrow strip was Wapattoo island, named from the abundance of a root plant so-called by the Indians. This plant, which is prolific in marshy ground, is the *sagittaria variabilis* of botanists, and like the camas is used largely for food by the Indian tribes living in the region where it abounds. The name Sauvie has since been given to the island in honor of an old Hudson's Bay Company man who years ago made it his residence. Though annually overflowed by the "June rise," the island is very valuable for the raising of vegetables and for dairying. During the rainy season it is alive with waterfowl, and daily from October till March sportsmen from the city visit it and invariably return with large bags of game.

The Willamette, or the Wallamet, as the pioneers still correctly spell and pronounce it, for it is of Indian origin and not French, as is commonly supposed, was discovered by Captains Lewis and Clarke on the second of April, 1806, for in passing down the north bank of the Columbia the fall before they had failed to observe this stream pouring into it from the other side. After passing the winter on the south side of the Columbia, at its mouth, where dwelt the Clatsop Indians,

they set out upon their return and came unexpectedly upon this large river. Finding some Indians in a house near its mouth and being refused anything to eat, Captain Clarke entered the domicile, sat down beside the fire and threw into it some sulphur matches. The savages were frightened at the result and looked upon him as a "Big Medicine," and hastily bringing him food supplicated him to extinguish the "evil fire." In their journal the Indian name of this stream was recorded as Multnomah, but many of the early settlers, who of course had a better opportunity to learn, maintain that the Indian name of the river from its source to its mouth was Wallamet, the name now borne by both river and valley, and that Multnomah, or as the natives called it "Mathloma" was the name of an Indian village on Sauvie's island near the mouth of the stream, probably the one where Captain Clarke obtained his information.

In approaching the mouth of this river while coming up the Columbia on the evening of a clear day in June, just after the sun has retired behind the forest-rimmed hills of the Coast Range, a most entrancing picture is spread out before the eye. Gazing up the stream, whose banks are fringed with trees, deep tinted by the darkening shadows of twilight and casting sombre reflections on either side, between which leads the avenue of light up which the vessel is passing, the eye rests upon the great gorge of the Columbia. A little to the right, rising grand and majestic above the long range of deep blue mountains, stands the kingly Mount Hood, its snowy crown bathed in the roseate hues of sunset. Sweeping the eye along the horizon of hills, it catches a glimpse of Jefferson, Adams, St. Helens and the gigantic Tocomas, their mantles of snow painted by the declining sun, each with a different tint. Such another scene the realm of nature does not possess.

YONCALLA VALLEY.

In the northern end of Douglas county, Oregon, lies one of the most beautiful of the many mountain-locked valleys of the Pacific coast. It is some eight miles in length from north to south and about three in width, and is watered by the Yoncalla, a stream of considerable size, tributary to the Umpqua, which it enters nearly opposite old Fort Umpqua of the Hudson's Bay Co., built by Michael Laframboise, who came with Astor's party in 1811 on the ill-fated *Tonquin*. Through it runs the Oregon & California railroad, and as the train enters the valley the traveler's eye rests with pleasure upon a lovely vale nestling between two long rows of protecting hills. The green foliage, the fields of ripening grain, the bands of excellent sheep and cattle, the long rows of substantial fence, the large and ornamental dwellings and commodious farm buildings, combine to give color and life to the picture and to speak of prosperity and peace. The village of Yoncalla, surrounded by a wealthy farming community and enjoying a wholesome trade, is an important station on the road, from which the products of the valley are shipped.

In former years this was the home of the Yoncalla band of Umpqua Indians, a small remnant of whom remain and till with the plow the land over which their ancestors hunted. They are successful farmers, intelligent, and many of them

educated. Their children attend the public schools, while all dress and live after the style of their Caucasian neighbors, the male adults exercising the elective franchise. The valley was one of the earliest settled of Southern Oregon, locations dating back to 1848, many of the original settlers still residing there and enjoying in their declining years the fruits of their pioneer labors.

SALMON RIVER.

From San Francisco to Puget sound the coast line of the Pacific ocean is rocky and dangerous in the extreme. In this entire distance Humboldt bay and the Columbia river are the only harbors of refuge for large vessels. Crescent City, Port Orford, Coos bay, Yaquina bay, Shoalwater bay and Gray's harbor are to a degree fitted for this purpose, but they all require the expenditure of much money before they can accommodate the larger class of shipping. All along the coast breakers roll in over ledges and hidden masses of rock, making it dangerous for even a small boat to approach the shore, and the government has established lighthouses on the jutting capes and headlands to warn seamen of their position. Sailing vessels and even steamers in stormy weather keep well out to sea in passing up and down the coast. Here and there a river flows down from the mountains and plunges into the sea, its mouth often guarded by huge masses of rock, about which countless sea lions sport. These huge animals crawl upon the island rocks and bask in the sun, occasionally rearing up their heads and giving voice to a chorus of roars that would put to shame the jungles of Africa. They are the most expert fishers known, and one of them weighing 300 pounds will consume his weight in fish weekly. They swim with great swiftness, dive gracefully and can remain under water a long time. A fish selected by one of these amphibious lions for a meal stands but little chance of escaping. Such a pest have they become, that fishermen combine to destroy them, and at Coquille river this year two men were employed to exterminate those infesting the waters there, and succeeded in shooting many hundreds of them.

Our illustrations of the coast off Salmon river show the character of the shore line as it appears for miles. The heavy breakers rolling in among the jagged rocks, however much they appeal to the artist's sense of the beautiful, find but little favor in the mariner's eye. Fireplace rock, one of a thousand along the coast, derives its name from the natural fireplace and chimney in its side. Salmon river enters the Pacific near the southern end of Tillamook county, between the Siletz and Nestucca. In its course from the summit ridges of the coast range to the ocean it passes through dense forests of fir, spruce and cedar, while along its banks vine maple and alder grow in tangled luxuriance. The bottom lands, here and there widening out into little valleys, become natural meadows as soon as cleared and an indigenous growth of white clover springs up. The soil produces well under cultivation, but because of the abundance of pure water and perennially green grass, this region, like the whole western slope of the mountains in Tillamook county is especially adapted to dairying. This portion of the state, owing chiefly to a lack of proper transportation facilities, has been slow of development, and is yet, for the most part, in its primeval condition.

It offers splendid homes to those who are willing to live a pioneer life for a few years beyond the "busy haunts of men," and a good living from the start is certain to one who can use the rod and gun.

Late in the summer and fall immense numbers of salmon enter the river from the sea, and push their way over all obstacles to the headwaters of the stream to deposit their spawn in the sand. Dead codfish along the beach and other signs well known to fishermen indicate that somewhere off the coast in this vicinity is a codfish bank, which will no doubt some day be discovered. There is also found here a fish no one seems able to classify. In shape and color it is similar to the domesticated gold fish, but is much larger in size, often attaining a weight of seventy-five pounds. It is finely flavored and is an excellent food fish. The piscatorial resources of Salmon river are entirely undeveloped, but the future will no doubt see important fishing interests spring up.

YAQUINA BAY.

Yaquina bay is the seaport of Benton county, Oregon, and when the government improvements now in progress are completed, will become one of the most important ports for coastwise commerce on the Pacific slope. It is situated a few miles south of Cape Foulweather, upon which point is a government light, and into it empties the Yaquina river, a stream of considerable size coming down from the Coast Range mountains. A natural route for a railroad from the valley across the mountains to the ocean is found along the course of this stream, and several years ago the Oregon Pacific R. R. Co. was incorporated to construct a line from Corvallis to Yaquina bay, connecting at the former place with the Oregon & California. Considerable work has been done, much material has been brought by sea to the ocean terminus, several miles of road have been constructed and some rolling stock has been placed on the track. Work has progressed slowly owing to the fact that large enterprises have absorbed the attention of capitalists, but the completion of this project may be looked for at any time. When this is accomplished the upper portion of the Willamette valley will have a direct outlet to the sea, independent of the long route by the way of Portland and the Columbia river, by which it can ship its products and receive many of its supplies. The interchange of coast and valley products will be great, while Yaquina bay, already a favorite summer resort, will annually be visited by thousands of pleasure-seekers.

Two years ago the government made a liberal appropriation for the improvement of the harbor, which money has been judiciously expended by the engineers in charge. The last congress passed no river and harbor bill, and so the funds necessary to complete the work here have not been provided. Though the system of jetties has not been extended as far seaward as the plan of operations contemplates, yet so thoroughly has the work been done as far as the means at hand permitted, that much good has been accomplished, and the temporary cessation of work will result in but little of a more serious nature than the aggravating delay. Already the depth of water on the bar has been increased several feet, and when the completed work creates a channel deep enough to permit the passage of ocean vessels of

great draft, Yaquina bay will become a port of much importance to Oregon, not only as a shipping point but as a harbor of refuge for vessels navigating the waters that wash our rocky and inhospitable coast.

The climate of Yaquina bay is delightful during the summer months, and is far from unpleasant in winter. The scenery along the beach, of which we give a couple of engravings, is grand and inspiring. As a summer resort it presents more attractions than any other part of the coast, and notwithstanding the difficulty of reaching it, has already become a favorite with many families from the valley. The lumber interests are very extensive, as the country surrounding the bay is densely covered with magnificent timber. The fishing interests are also great, and many large beds of oysters exist, from which great quantities of bivalves are sent to the San Francisco market. The bottom lands are extensively fertile, abounding in fine meadows such as render dairying the most profitable business the farmer can engage in. The completion of the railroad and the demand for farm products the increasing population will create, will enhance the value of these lands largely. There is certainly a bright future before Yaquina bay and Benton county.

MARIAS PASS.

The pass through the main ridge of the Rocky mountains, at the headwaters of the Flathead river on the west and the Marias on the east, has been explored this summer by Prof. Pumpelly in the interests of the Northern Trans-Continental survey. He left the Flathead about eighty miles above the lake and entered a gorge walled in by rugged precipices thousands of feet high and terminating in sharp ridges and pointed cones. This led up to the summit of the pass where three main canyons come together, and from which may be seen a dozen high and rocky peaks. About fifteen miles to the west was observed a mass of snow-covered mountains, on whose side is a living glacier about a mile in width and some 500 feet of perpendicular height, and from beneath which flows a milky-white stream of glacier water. In the grand canyon in which this glacier lies were observed twenty-two falls and cascades over 500 feet in height and innumerable smaller ones. On the eastern side, in descending the Marias, the canyon is bounded by the most lofty and rugged precipices. The pass is 7,800 feet above the level of the sea, and the scenery is declared to be superior to that of the famous Yellowstone.

YELLOWSTONE.

Why and by whom the Yellowstone river was so named has been a matter of inquiry in Montana, and the result of historical research leaves the question still in doubt. The name is first recorded in the journal of Lewis and Clarke, April 26, 1805, but is there spoken of as being but a translation of *Roche Jaune*, the name by which it was known among the French trappers. It is probable that this title was originally bestowed by the trappers because of some marked feature or incident such as gave rise to the peculiar names of many of our western streams, and is not a French translation of the Indian title. This is evident from the fact that the Crows, through whose country the great river runs, call it *Kchedah-cahthi-tchi*, or Elk river.



A canal is being constructed to irrigate 20,000 acres of sage brush land along Lost river.

The gross value of property in Clackamas county is \$3,844,146, including 326,549 acres of land of an average value of \$4.25 per acre.

The assessment list of Josephine county shows a total valuation of \$563,885. The chief item is that of land, of which there are 55,889 acres.

A new saw mill has been put up on Hinton creek near Heppner, Oregon, to supply the great demands for lumber created by the improvements in that region.

About 140,000 bushels of wheat and 130,000 of oats and barley were raised in Rogue river valley this season. Plowing and seeding are now in progress and a largely increased acreage is indicated.

The assessor's returns show that the property of Umatilla county is valued at \$4,892,271, embracing 42,209 acres of land at \$21 per acre; 12,632 head of horses at \$40; 11,292 cattle at \$22.50; and 240,951 sheep at \$1.33.

The mills owned by W. S. Byers & Co. at Pendleton, Oregon, have been extensively enlarged and fitted up with the gradual reduction process machinery. Their daily capacity is 500 barrels of flour, and the total cost of placing them in their present condition was \$200,000.

The sinking of a small artesian well is in progress on the highlands of Wasco county, between Five Mile and Three Mile creeks. If a good flouring mill is secured, it will be a great inducement to settlers to take up farms on those uplands where the soil is fertile but water scarce.

E. Willis, who lives near Miller's station in this county, raised a crop of club wheat this year that yielded between 40 and 50 bushels to the acre. After the first crop was cut, a second crop sprung up, matured and the heads are well filled. Mr. Willis also raised 300 bushels of potatoes, known as the Garnet Chili variety, on one acre of ground. He brought a bushel of these spuds to town. One of them weighed five pounds and an ounce, and four of them weighed 17½ pounds.—*Albany Herald*.

It has been ascertained that the Nehalem is navigable for twelve miles and has a depth of sixteen feet on the bar at mean low tide. The valley of the Nehalem is one of the richest in natural resources in the state. Great beds of coal have been discovered and are being developed, dense forests of fir, spruce, hemlock and giant cedar cover the valley and mountain sides, magnificent meadows for dairying and soil of unsurpassed fertility for the production of grain, vegetables and fruit, exist along the stream, and good water power for manufacturing can be found. A town named Coalburn has been located at the head of navigation, and has every prospect of becoming a place of importance.



The new city laid out on Gray's harbor at the terminus of the projected railroad, covers between fifty and sixty acres of ground, and fronts for half a mile on the harbor.

A new town has been laid out in Yakima county, near Ellensburg, comprising about forty acres. It is pleasantly situated on a bench on the south bank of Yakima river. The name is yet to be selected.

On the great bend of Skagit river a new town, named Avon, has been laid out, and has already a store, postoffice and hotel. This is designed as being the future shipping point for the Olympia marsh.

The hop crop in Puyallup valley this season amounts to 6,000 bales, or 1,110,000 lbs. This is about one-half the yield estimated early in the spring, based upon the largely increased acreage, and is nearly 500,000 pounds short of last year's crop. Nearly the entire product has been disposed of at prices ranging from 14 to 19 cents, while last year the great bulk of the crop brought from 50 cents to \$1.00 per pound. Large crops and high prices can not be expected every season, and hop growers do not feel discouraged by the results.

The town of Colville laid out last spring in Stevens county has made great progress. It lies in Colville valley, three miles from the old fort and twelve back from the Columbia river, occupying a plateau just where the prairie and forest lands meet, and having a clear mountain stream flowing through to supply water and power to turn machinery. There are two general merchandise stores, one feed stable, one restaurant and boarding house, one blacksmith shop, one wood-working shop, a jewelry store, school house, two saloons, a large brewery, and a number of residences. The immigration Colville valley will receive the coming season will largely increase the size and importance of this growing young town.

Hanaford valley is a region but little known by the outside world. It lies in the edge of Lewis county, some twelve miles northeast of Tenino, and contains about 8,000 acres of good agricultural land, only one-third of which is taken up by settlers. The remainder is in the hands of speculators, belongs to the Northern Pacific, or is still open government land upon which locations can be made. The surrounding hills are covered with fir and cedar, and when cleared of timber make good farms, often sloping gradually to the south and offering splendid locations. Coal is found in great quantities in the hills adjacent to the valley, and a company has been incorporated to develop some of the veins.

Many other coal claims have been taken. A railroad seven or eight miles in length is being talked of, running from the mines down Hanaford creek to Centerville on the Northern Pacific.

A party of the Northern Pacific transcontinental geological survey has been in the Cascades for several months, in charge of R. U. Goode, assisted by Prof. T. S. Brandegee as botanist and forestry expert. These gentlemen have given the Yakima *Signal* many facts developed by their explorations. According to their measurements the height of the various passes through the Cascades are as follows: The summit of Natchez pass is 4,900 feet above the level of the sea; Tacoma pass, 3,430; Sheets pass, 3,606; Stampede pass, 3,695; Yakima pass, 3,625; Snoqualmie pass, 3,110; Cowlitz pass, 5,200. The elevation of Yakima is 990 feet, and that of Ellensburg 1,500. The elevation of Ainsworth, at the mouth of Snake river, is 350 feet.

One important discovery made by Mr. Goode's party is that Mount Adams is several hundred feet higher than heretofore supposed, while Mount Tacoma is 190 feet lower. The height of Mount Adams is ascertained to be 12,300 feet, and that of Tacoma 14,250 feet above the level of the sea. The forestry expert finds that the trees of the Cascade mountains are greater in variety than in any other part of the United States, if not in the world. In the entire Rocky mountain region there are not more than ten or twelve varieties, while in the Cascades there are nineteen, which may be classed as follows: *Pinus ponderosa*, or yellow pine (three leaves); *pinus contorta*, or black pine (two leaves); *pinus alba aulis*, or ridge pine (five leaves); *pinus monticola*, or mountain pine (five leaves); *pseudotsuga*, or red fir; *abies grandis*, or white fir; *abies nobilis* (very rare); *abies amabilis* (very rare); *abies sub-alpina* (very rare); *larix occidentalis* or western larch; *larix Lyellii* (discovered by Prof. Lyell); *picea engelmannii*, or spruce; *tsuga pattioriana* and *tsuga mertensiana* (hemlocks); *juniperus Virginiana*, *juniperus communis* (cedars); *taxus brevifolia* (yew); *thuja gigantea* (white cedar). Mr. Goode has also obtained a list and samples of all grasses and other vegetation peculiar to that region.

LINCOLN COUNTY.—In dividing the county of Spokane and erecting the western portion into a new county called Lincoln, the legislature has created a political body that before many years will be one of the most influential in the territory. In population and products Lincoln bids fair to rival any purely agricultural county. It contains an area of 8,000 square miles and a population variously estimated between 4,000 and 5,000, the majority of whom live in the eastern end; yet it was chiefly because of the vast and sparsely settled region to the west, which will be overflowed with immigrants another year, that the new county was created. This region is known as the Big Bend country. From the *Spokane Chronicle* we gather the following facts about this region, and especially that portion farthest to the west known as the

Badger mountain country: One of the two wagon routes traveled by immigrants runs through the Grand coulee, near the Columbia river, passing through Deep creek falls, Cottonwood, near Mosquito springs, Rocky canyon, Wild Goose hills, California settlement, in a general northwesterly course, through the deep coulee, then southwesterly to and along Foster creek, crossing this stream or creek bed at a point near where it empties into the Columbia, thence southwesterly again along a branch of main Foster creek, towards its source, and on until the Chelan and Walla Walla government wagon road is struck, which runs the entire length, north and south, of the prairie country bordering on Badger mountain. The roads are not so bad as might be imagined, considering they run wild and are never worked or repaired, and a loaded team can move along quite comfortably much of the distance. The second and most favored route is identical with the Grand coulee route as far as Cottonwood and some distance beyond, and then runs in a southwesterly direction through the Crab creek country, along Mineral lake, Iron springs, and through the Moses coulee. The ascents and descents are not so lengthy or so abrupt as on the northern route, and loaded teams can move with less difficulty. East of the Grand coulee is a prairie country thirty miles wide, east and west, and running south from the Columbia river as far as the eye can reach, of whose great area, rich soil and capabilities for producing grain and maintaining a dense population it seems the world is poorly informed. Standing on one of the highest summits of this region, a few miles south of the Columbia, and looking away to the south over what seems an unbounded expanse of rolling, billowy prairie, one can not fail to be filled with enthusiastic admiration and with wonder that people are not rushing thitherward by the thousands to occupy and build up pleasant homes and accumulate comfortable fortunes. Widely scattered cabins betoken an extremely limited population, and the character and extent of improvements give evidence of little enterprise. Much of this land has lately been taken up by men who intend to occupy and improve next season, and at the end of another twelve-month the whole region will assume an entirely different aspect from that it now wears. The day is not far distant when all this country will be settled and improved and become the inheritance of a large population of thrifty farmers. In the big horseshoe, between Grand and Moses coulees on the east and the Columbia river on the three remaining sides, lies a grand farming prairie, extending about sixty miles north and south and thirty east and west. This is land almost entirely free from scale-rock and so gently undulating that not one acre in forty is untillable. One might plow a furrow for miles in any direction without a break, and cultivate every foot of section after section of as good land as the sun shines upon. Extending for miles along the southwestern border of the prairie is Badger mountain, on whose northernmost summit and slopes are several thousand acres

of valuable pine timber land. A saw-mill has recently been put up in one of the canyons of the mountain and lumber will soon be turned out for the use of the settlers. Over the river and bordering it are the mountains of the Cascade range, and all along the slopes of these mountains, but principally in the regions higher up the river, are bodies of pine timber from which lumber will be manufactured and rafted to points easiest of access to the cities and farms of the plain. At a point nearly opposite the west center of the prairie the Wenatchie river has made for itself a valley bed about four miles wide and extending back and northwest a number of miles. Near the Wenatchie river a bed of bituminous coal has been discovered, and from this and others sure to be brought to light in the Cascade range at no very distant day, fuel will be brought by railroad as soon as the necessities of the people require it. The Columbia river is navigable for many miles above here and to Priest's rapids below, and when congress makes the appropriation to clear these rapids of obstructions or lock them, there will be unbroken steamboat navigation through to Portland and the ocean. The soil of the Badger mountain country is a rich sandy loam of a light shade, two to four feet in depth and underlaid with a clay subsoil. All through this subsoil small fragments of limestone are thickly scattered, as the material thrown out at the mouth of each badger hole goes to show. The presence of these bits of limestone so lavishly strewn through the subsoil is undoubted evidence of the wheat producing qualities of the surface soil. Of its vegetable producing qualities there can be no longer any doubt, as some of the settlers of the early part of this season gave it a trial and found it all that could be desired. Potatoes planted on new turned sod in June grew, matured and reached a degree of perfection and excellence not often exceeded, and that without a drop of rain and without cultivation from the breaking of the prairie to the digging of the tubers. Of what the soil is capable in the way of producing grain crops we can judge only by appearances, as it is wholly untried, except in the instance given above; but that the soil is inferior to none in Washington territory must be conceded by all who give it investigation. There is none of the bothersome wool grass on that prairie, and the rich soil turns over in as fine a state of tilth and as fit for immediate cropping as much of the prairie land of other sections at a second plowing. A good team will break two acres of the prairie in a day, and this fact taken in connection with the other fact that seeding may immediately follow breaking, will operate greatly to the advantage of next spring's settlers. A settler named Fearing is breaking prairie at this time with a common team whose only feed is the dry bunch-grass as it stands on the prairie. The coming city of the plain is to be called Okanogan (O-kan-og-an), and is situated near the center of the prairie and about sixteen miles east of the westernmost bend of the river. It is located on high land and has a grand outlook in every direction, down across

the easy slope to the river on the west and upon the peaks of the Cascade and Columbia mountains on the north, west and south. The town site is 120 miles west of Spokane Falls and 115 miles east of Seattle on the sound. Ellensburg on the southwest is seventy miles away, and from there the present supply of flour is being obtained for Okanogan at a cost of \$3 per barrel at the mill. Yakima is about thirty miles south of Ellensburg and one hundred miles from Okanogan. At Wenatchie, twenty-five miles away and on the river of the same name, is the nearest postoffice at present. The coal-beds are near this hamlet. The temporary county seat is Davenport, a small town in the eastern end, which was selected by the legislature in spite of the fact that Sprague, the only place of any considerable size, desired it and to secure it worked hard for the creation of the new county. It will be permanently located by a vote of the people at the next general election.



The assessment list for Lewis and Clarke county foots up \$6,538,551, including 50,219 acres of land listed at \$12.50 per acre, 20,424 stock cattle at \$20 per head, and 28,354 sheep at \$2.75 each. It exceeds that of 1882 by about \$2,000,000. The great bulk of this property is owned by men residing in Helena.

The station on the Hellgate formerly known as Drummond and which was re-christened Flint, has had its first title restored to it. Drummond occupies the site of the old town of Edwardsville, which has been purchased from John Edwards by the company, and is the railroad point for Philipsburg, New Chicago, Nevada creek, Helmville and Deep.

The town of Great Falls, on the Missouri, includes Black Eagle falls in the town site, at which the projected improvements of water power are to be made. Preparations are on foot to deliver 1,000,000 feet of lumber there in the spring and to burn an immense quantity of brick. A planing mill will be the first industry established. It is expected that the "Minneapolis of Montana" will make a great showing in 1884.

The growth of the new town of Anaconda, in Deer Lodge county, is something remarkable even in this land of mushroom cities. The first house was built in July last, and now the town boasts of 260 houses, including several fine brick blocks and dwellings. Large stores, hotels, markets, shops, livery stables, saloons, and all that goes to make up a thriving business town have been established, and only the new appearance of everything would indicate that this was not a town of several years' growth. Work on the immense smelter is progressing rapidly. Both the Utah & Northern and the Northern Pacific will probably build branch lines to Anaconda in the spring.

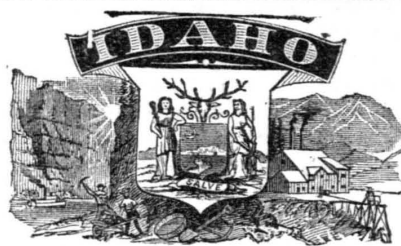
The region north of Flathead lake, though one of the best, is one of the least known in the ter-

ritory. The valley immediately north of the lake is thirty-five miles long and in places fully fifteen wide. Through it run many streams of pure water, while small lakes and springs abound. Besides this there are numerous valleys and bottoms along the tributaries of both the north and south forks of Upper Flathead river, such as Smith lake valley, Ashley creek, Half-moon prairie, Spring creek, Tobacco plains, Whitefish creek, etc. Here are homes for thousands of people on free government land. At present hay is the chief crop and stock raising the leading industry among the few settlers who have located there; but grain and vegetables thrive when cultivated. Until the Northern Pacific was finished this region was completely isolated, but it is now made easy of access and is receiving a limited immigration which will be largely increased the coming spring. Lumber is very scarce and very expensive, being hauled from Missoula and other distant points, though the mountains are covered with dense forests and the demand for lumber is sufficient to consume the product of a good mill. A little schooner has been constructed to do freighting on the lake and river, saving many miles in the transportation of goods. Selish is the post office of this region.

Prof. G. E. Wolfe, at the head of one of the geological parties which the Northern Pacific has maintained in the field for several years, recently returned from an exploration of the Crazy mountains in Gallatin county. Crazy peak is 11,184 feet above the level of the sea, and from its summit, which is approachable within a few hundred feet by a saddle horse, a magnificent view of both the upper Yellowstone and Gallatin valleys delights the beholder. In places are immense bodies of fine fir and pine, while nutritious grasses extend high up on the mountain sides. Numerous streams pour down the mountains and through the foothills to the valleys, along which is fertile alluvial soil that will produce grain abundantly. Elk, deer and antelope abound, and the streams and little lakes are filled with fine trout and grayling. A magnificent waterfall was discovered at the headwaters of Big Timber. After a perpendicular plunge of 200 feet the water rushes down several hundred feet more in a series of beautiful cascades. In its progress down the mountain the stream passes from one level plateau to another upon each of which it gathers in a deep pool, forming a chain of mountain tarns whose delicately tinted depths mirror the bold rocks and giant pines that border them, the shadowy clouds and the outspread wings of the mountain eagle hovering over them in his flight from rock to rock.

In July, 1879, the legislature passed an act guaranteeing a bonus of \$1,000 to any person, company or corporation who should within one year construct a flowing artesian well five inches in diameter. This was an effort to encourage some one to make a practical test of the artesian well in the various portions of the territory where the scantiness of the rainfall renders artificial watering of crops necessary. No one claimed the reward and the act lapsed by limitation. Later the boring of a well was commenced at Billings, followed soon after by one at Miles City. The former has been sunk more than 700 feet and is still going down. The latter recently tapped a large vein of water at a depth of 352 feet, and has demonstrated the fact that large artesian wells are practicable in the Yellowstone valley at least.

This means more to the future welfare of Montana than appears upon the surface. In the territory are millions of acres of fine arable land requiring irrigation to render it productive, and which experience has shown will yield astonishing crops when moisture is thus artificially supplied. Much of this land is so situated as to be practically beyond the reach of irrigating ditches running from natural reservoirs, and has in consequence been classed as worthless. With artesian wells these lands can be redeemed and rendered extremely productive. The value of an irrigated farm exceeds that of one lying in the rain belt for two very evident reasons. In the first place by its exemption from drouth and certainty of crop it produces far more in a series of years; and in the second place it is generally situated in a region where farming lands are to a degree limited and its products consequently bring a higher price in the market. We hope to see artesian wells increase in number all over the territory.



From the government surveyors who have been at work on Lost river during the summer and fall, long valuable information is gained about a much neglected region. The valley of Lost river is some fifty miles in length and from two to twelve wide, containing a large area of arable and grazing lands. The natural grasses afford an abundance of hay easy to be cut and gathered. The range is very extensive and the winters so mild that stock requires but little care. The lower end of the valley has for years been a favorite place for drovers taking stock from Oregon and Southern Idaho to shipping points on the railroad, to halt a few days and recruit their cattle upon the luxuriant grass. The daily stage from Challis to Blackfoot passes through the valley and the road is lined with wagons; yet there are comparatively few settlers to be found there, though emigrants are constantly passing through in search of locations by no means so favorable. At the head of the valley is the Bay Horse mining district and across the divide on Salmon river are Challis and the rich mines surrounding it. Lost river derives its title from the fact that it suddenly disappears from view in the lava plains towards Snake river. Though a large stream flowing between permanent banks, it drops out of sight at the edge of the lava fields and flows for twenty miles through a cleft in the rock some distance below the surface, disappearing finally in an open sage brush plain near the foot hills. Little Lost river, about twenty-five miles east, also sinks from view in the plain. On this stream a farm of 1,000 acres was cultivated to grain this season with good results. Another year will find the valleys of Lost river sprinkled with settlers' cabins, and possibly those of the miner, as the hills that border the valley contain indications of mineral deposits and a number of good claims have been found.

Malad valley is twenty-three miles long and has an average width of ten miles. It contains a population of 4,000, a large portion of it engaged in agricultural pursuits. On the east side of the valley is Malad City, the county seat and chief business center of Oneida county containing 1,500 people; while seven miles distant, on the opposite side, is Samaria with a population of 400. A large number of cattle and sheep graze in the valley and on the surrounding hills. At Malad is a flouring mill with a daily capacity of sixty barrels. The city is divided numerically and geographically between Mormons and Gentiles. An artesian well company has been organized with a capital stock of \$125,000.

The Potlatch country, lying to the northeast of Lewiston has been visited by the editor of the *Nez Perce News*, from whose report the following facts are gleaned: The Potlatch country is a basin sixty-five miles in extent, through which runs Potlatch creek in a southerly course, receiving several tributaries from the west. The surface is quite broken, and the gulches in which the streams run divide the country into distinct series of upland prairies. That portion lying east of the main stream is called "Big Potlatch," and is a broad, fertile prairie extending twenty miles towards the north fork of Clearwater. This region will soon rank with the best in Idaho. The soil holds moisture well and crops mature without much rain during the growing season. The average yield the present season was twenty-two bushels to the acre without any rain whatever. Fruit trees planted a year ago stood the hard winter in good condition and give promise of bearing well another season. West of the main creek the country is drained by Little Potlatch, Middle Potlatch, Bear and Pine creeks, and the prairies lying along these streams are known as "Little Potlatch," "Fix" or "Middle Potlatch ridge," "American ridge," "Bear creek ridge" and "Pine creek ridge." The slopes of the rolling hills are covered with a deep layer of a fertile, alluvial soil. The gulches are filled with pine, fir and tamarack. The prairies are only from 1,200 to 1,800 feet above the level of the sea and the climate is mild and genial. Little rivulets run down the hillsides fed by living springs, one or more of which can be found on nearly every quarter section.

Among the guests invited by Mr. Villard from Germany to attend the celebration of the opening of the Northern Pacific railroad, and to be present at the driving of the last spike, was Mr. Conrad Dielitz of Berlin. This gentleman is the most celebrated painter in Germany, and has recently finished a portrait of the emperor of Germany and another of the crown prince, both of which are regarded as perfection in portrait painting. Mr. Villard had a purpose in inviting Mr. Dielitz to be present upon this interesting occasion, and that purpose was to secure a grand historical painting of the scene presented at the driving of the last spike. It was a great event and it is fit that it should be commemorated by a painting by the greatest artist of Europe. For this purpose Mr. Villard commissioned Mr. Dielitz to produce a picture that should be equal to the occasion, for which he is to receive \$20,000. It will be one of the largest pictures ever painted, and will measure twenty by fifteen feet, and will represent sixty persons, prominent men who were assembled midway between St. Paul and Portland. —*Minneapolis Tribune*.

BRITISH COLUMBIA.

Port Moody is now showing unmistakable signs of life. A large gang of men, principally track layers, came down from the upper portion of the line and are now at work. This, in conjunction with the great number of strangers now at the terminus, makes things lively. Lots in every direction are changing hands daily, and several very large purchases have recently been made—probably by syndicates. Among others, Cameron's land, lot 190, containing about seventy-two acres, was sold the other day for \$25,000; Jackson has sold the remainder of his land—about thirty acres, I believe. He must have sold at a very reasonable price, for I learn that it changed hands immediately after the sale was effected at a considerable advance. The erection of stores, houses and hotels is now being engaged in vigorously; contracts are offered and several have been accepted. The new road is being pushed forward, and I am glad to hear your citizens have at last awakened to their true interests, and will do something toward its construction.—Correspondence New Westminster *Guardian*.

The following outline of British Columbia and its resources is taken from the evidence given by Dr. George E. Dawson, of the geological survey, before the Canadian committee on immigration and colonization at Ottawa. The lands in the valley of the Fraser are exceedingly fertile, and upon them stock will do well. There are something like 1,000 square miles, 500 of which might be easily utilized. The character of the soil is uniformly good, and the climate is very dry in summer. In winter the cold is considerable, but cattle can remain out all winter, and do well on the natural grasses. In the northern part of the lower country, to the extent of 1,230 square miles, the soil is uniformly good, but it is to a great extent covered with trees. It is a country that will support a large agricultural population. The coast regions are not liable to drouth or occasional summer frosts as the higher regions. The climate is mild. In the aggregate there is a large quantity of arable land. On the island of Vancouver there are 389,000 acres of agricultural land, 300,000 of which are well adapted for cultivation. At present only about 10,000 acres are cultivated. A portion of the back country, which is suitable for agriculture, is densely covered with forests, and owing to the high price of labor and the comparatively small number of people there, the economic advantages of clearing these forests, and bringing the land under cultivation, are not at present very great. On Queen Charlotte island there are 700,000 acres of land, the greater portion of which might be brought under tillage. It is covered with forest trees. I may say that all through British Columbia the soil, where cultivated, is exceedingly fertile, and the produce of the island and the mainland is exceedingly large. The wheat average is from thirty to forty bushels per acre. The Douglas fir or Oregon pine is so far the only fir that has attracted much commercial attention. That tree is found on the whole eastern coast of Vancouver island and on the mainland opposite, and is to be found in magnificent forests. The size of these trees is large. One we felled measured 305 feet in height, and was eight feet four inches in diameter for twenty feet from the base. There are also to be found

there white pine, which is unfortunately rather remote from the sea coast; hemlock, which is larger than our hemlock; oak, which is not found in sufficient quantities to be a commercial wood; yellow cedar, an excellent wood for cabinet-making, close-grained and penetrated with a resinous substance which preserves it from decay; yellow pine, maple, cedar and spruce. Through every part of British Columbia there is an excellent wood supply for all purposes. The Douglas pine is not found on Queen Charlotte island, but its place is taken there by hemlock, spruce, and yellow cypress. The area of the island is a thousand square miles. It is covered with very fine timber, and there are excellent sites for mills there. A peculiar feature in reference to that island is that, owing to the moisture of the climate, it is never visited by forest fires. Fallen trees therefore decay and never burn. In the last century a large trade was carried on there in sea-otter skins. Sea-otters are not caught on the west shore now, but fine seals are. The southern part of the island is mountainous, but the north part, known as Graham island, contains 700,000 acres of flat land, the which, though now covered with forests, will eventually be brought under cultivation. The climate is much like that of Vancouver, but if anything better. In some winters no snow falls there. In others a heavy snow falls, but it lies only a few days, when it disappears. The immediate resources of Queen Charlotte are timber, fish and minerals. In the matter of fish, the deep sea fishery consists largely of halibut. Dog fish are also caught, and a dog fish oil factory has been established there. There are a great many fishing banks around the coast, which it would be well to have surveyed. There is a small oyster there, and this fact would seem to indicate that the large eastern oyster would thrive. Mining is likely to be, in my opinion, the great central industry of British Columbia. In that province there is a district 800 by 400 miles, which yields all the ores of the western states, but it has not, owing to the large forest growth and the later deposits, been properly developed yet. Gold is almost universally distributed over the province. There is scarcely a stream of any size in the province in which one can not wash out a few colors. From 1858 to 1882 the gold produced by British Columbia miners was valued at \$46,685,000, which is a great return considering that the average population of the province was probably not more than 10,000 whites. Since 1864 the yield has declined. This is owing to the fact that up to the present placer-mining has been followed. In British Columbia, however, there is much auriferous quartz, but there is not a single quartz find worked. We are now in the time between the working of the placer mines and the working of the quartz. I anticipate, as a result of the opening up of the country, that the poorer placer mines and the quartz will come into use. There are a number of places where silver ores have been found, and I believe they are of promising description. Argentiferous galenas have been sent from near the head of the Peace river. They assay from \$29 to \$90 of silver per ton, but it is too far away to be worked profitably at present. Coal and lignite are widely spread over the whole province. The only seam of anthracite as yet found was on Queen Charlotte island. At Comox and Nanaimo, on Vancouver island, a true bituminous coal of excellent quality is mined. It is

the best on the Pacific coast, and 1,800 pounds of it have produced the same quantity of steam as 2,400 pounds of Seattle coal. Nearly one-fifth of the coal used in San Francisco is Victoria coal. It is quite probable that deposits similar to those on Vancouver island will be found at the mouth of the Fraser. In the mountains at Nicolai, and on the North Thompson, both coal and lignite have been found. A large part of the country in the Peace river basin is of considerable agricultural value. The total area of country is 31,550 square miles. The soil is fine silt. It resembles that of the Red river valley, and is superior to that lying between the Red river valley and the Peace river. The fertility of the soil, owing to the small attempts made at cultivation, is chiefly evidenced by the extreme luxuriance of the vegetation. On the whole the district is one of the most attractive I have ever seen. To give some idea of its value, I would say that I estimate that it will yield wheat to the extent of 470,000,000 bushels. I believe that the whole of its area will be susceptible of cultivation, but I am not quite sure that on every part of it wheat will ripen. As far as I am able to judge of the climate, it is as good as, or better than that of Edmonton. There are summer frosts, but I do not think they are of sufficient severity to affect wheat over the greater part of the country. At least that was my experience of one year there. That year the early frosts cut down the potato tops before they were quite ripened, about the end of August, but the wheat and other grain were not affected by it. The mineral resources of the Peace river country are good, and coal and gold are found in a number of streams, and the Peace river carries with it a certain amount of fine gold, though not in sufficient quantities to offer any chance of extensive mining. The quality of coal there is excellent.

SPENCER'S BUTTE.

Near Eugene City, Oregon, a high hill rises somewhat abruptly from the valley to the height of one thousand five hundred ft., being two thousand five hundred ft. above the ocean level. It is known as "Spencer's butte," and from its top can be seen one of the most beautiful panoramas ever spread by the hand of nature. The snow-crowned peaks and timber-clad ridges of the Cascades on the east, the rocky masses of the Calapooia mountains on the south, and the graceful hills of the Coast Range on the west, all deep tinged with the blue of distance, stretch for miles before the eye until they fade into the horizon. The Willamette valley, veined with wooded streams and dotted with cities and towns, lies in the embrace of these mighty hills like a lovely picture in a massive frame. So vast is the scope of vision, so grand and beautiful the scene, so intense the silence that broods over it, that even the wildest nature is inspired with a feeling of reverential awe.

A NEW ISLAND.

Returning vessels from Alaskan waters report the recent formation of a volcanic island near Unalaska. The marine volcano is quite active and distributes its ashes over a wide area of surrounding water, quite a deck-load of them being received by a number of vessels.



The construction of a narrow-gauge road from Cheney, W. T., to Medical Lake, a distance of eight miles, is seriously considered. The estimated cost is \$3,000 per mile.

Trains began running through the Mullan tunnel near Helena on the fourth of November, saving nearly an hour of time formerly consumed in climbing over the steep summit. This great tunnel is 3,850 long and 5,548 feet above the level of the sea.

The Bellingham Bay & British Columbia R. R. Co. has on the way from Philadelphia a cargo of steel rails, a locomotive and construction cars, which will arrive in April. It is the intention to have several miles of the road graded at that time and to then push the work with vigor.

The Summit Valley R. R. Co. has been incorporated in Montana, with a capital stock of \$50,000. The object is to build a narrow-gauge road from Butte City to Walkerville, for the accommodation of the mines, mills and smelters. Much grading has been done and the rails will soon be laid.

The temporary injunction against the building of a bridge across the river at this city by the Northern Pacific has been dismissed. The decision is based on the common sense ground that congress in granting the company a franchise certainly intended to give them the power to bridge all streams encountered.

At Port Ludlow the Puget Mill Co. is constructing the largest barkentine ever put on the stocks on the Pacific coast. She will be used as a lumberman and will have a carrying capacity of 700,000 feet of boards. The company will also construct a large tug boat, 146 feet long and 26 feet beam. The Washington Transportation Co. will build at Utsalady an elegant side-wheel steamer, to run on the route between Seattle and Whatcom.

On its steep mountain grades the Northern Pacific has adopted a device for preventing such accidents as the horrible one at Tehatchepi pass on the Southern Pacific. Gravity switches are put on the side of the track, being nothing but quite a long stretch of level or slightly rising side track. When a train passes one of these on its way up the grade the switch is thrown open, and any car that may break loose and run down the grade, or even the whole train if it should become unmanageable, would be turned off upon the side track and stopped by its own gravity.

On the third of November an engine and seven flat cars were taken across the Columbia at Ainsworth and put on the track of the Cascade division, three miles of which have been laid. Slow progress is being made by the three hundred men at work, and but twenty-five miles are under contract. Whether, in view of the policy of retrenchment recently inaugurated on the Northern Pacific, this division will be completed speedily

or not it is impossible to predict, but it is probable that it will not stop short of Yakima, as to do so would leave it without any business to pay the expense of operating it.

The Oregon Short Line has issued \$4,500,000 six per cent. bonds on completed portions of the road, and \$8,000,000 of capital stock. The total of stock and bonds on a completed mileage of 524 miles is \$12,500,000, or \$23,855 per mile. Though the road is only operated to Caldwell, in Dixie valley, it is practically completed to the first crossing of Snake river. Work on the three bridges spanning that stream is in progress, and as soon as they are completed the line will be finished to Huntington, the point of junction with the O. R. & N. Co. on Burnt river. This the managers hope to accomplish early in the spring.

Still another transcontinental railroad company has been organized, in spite of the fact that the great "People's" road of Indianapolis has commenced its active career by suing the Chicago *Times* for libel. The last corporation, which is called the United States Central Railroad Company, but might better be known as the "Patchwork Route," has a capital stock of \$75,000,000 and has been organized by Colonel Lyman Bridges, a prominent civil engineer of Chicago, who occupies the position of chief engineer. It is a consolidation of the San Francisco & Ocean Shore, California Central & Denver and the Hot Springs & Pacific companies. The route has been extensively surveyed for these various corporations and has been located 800 miles east of San Francisco and 200 miles west of Denver. The route crosses the San Joaquin valley, the Sierra Nevada near the Yosemite and big tree groves, southern Nevada, southern Utah and Colorado to Denver. We doubt if money can be raised for another transcontinental road by any new company.

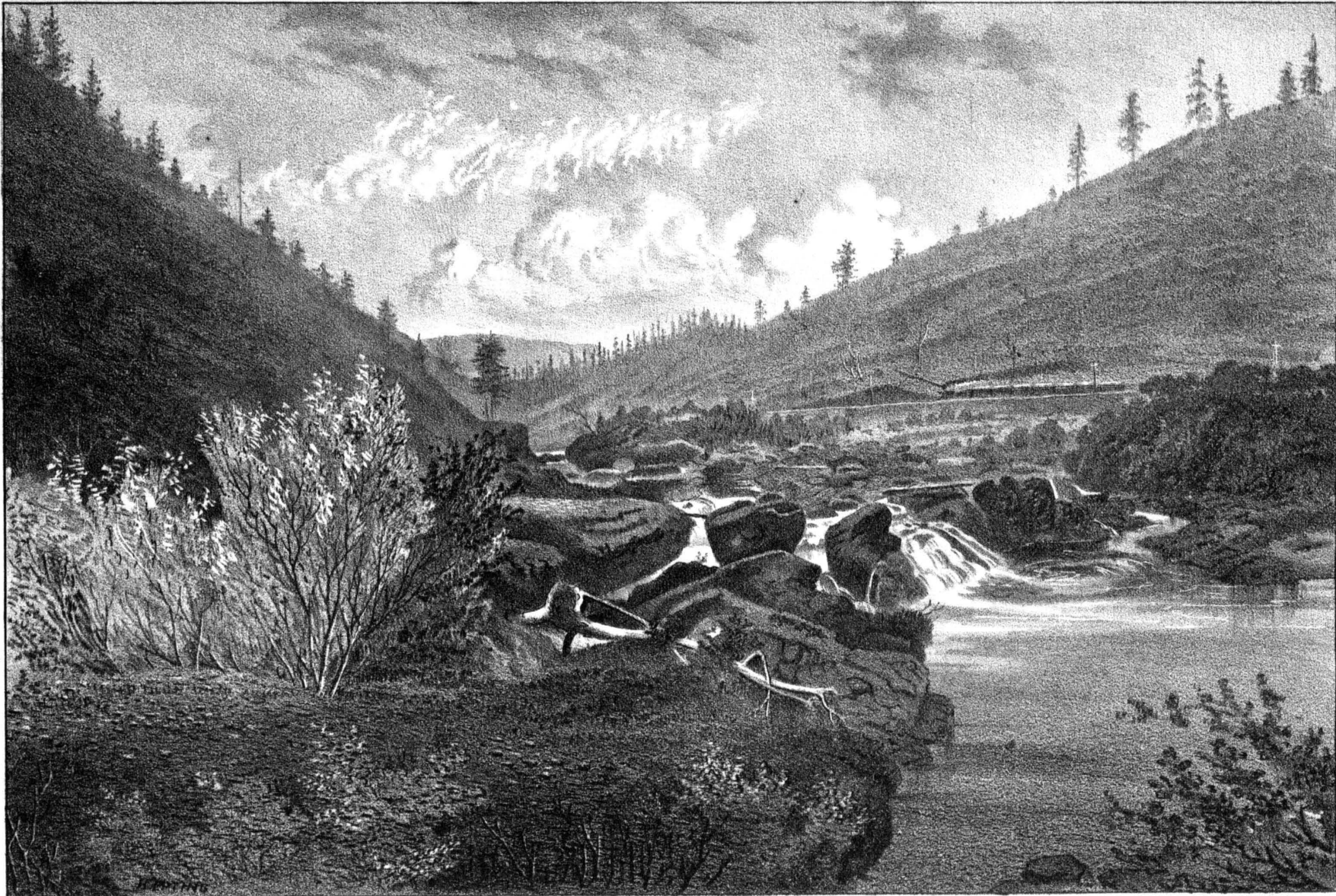
All work on the Canadian Pacific on the east slope of the Rocky mountains has been discontinued. Advices from Winnipeg state that this action has been taken because of the discovery that Kicking Horse pass is not as desirable a route as has been supposed, and that on account of the disagreement among its engineers the company has called a halt until the best possible pass through the Selkirks has been ascertained. It is asserted that this action will postpone the completion of the line until 1887. These statements have been contradicted by General Manager Van Horne, who says that work has only been suspended until spring for the reason that it could not be prosecuted to advantage in the Selkirk range during the winter season, that there is no disagreement among the engineers about Kicking Horse pass, and that the whole line will be completed in 1885 as before announced. Time only will reveal the actual situation. If it should be true that the road is to be delayed till 1887, it will be a blow to the developing industries of British Columbia, though that province is already finding in the Northern Pacific an outlet quite convenient and valuable.

The Black Hills & Montana R. R. Co. has been incorporated in Dakota to build a road from Cheyenne into the cattle regions of Dakota, Wyoming and Montana.

The question of passenger and freight traffic, over which the Pacific railroads have held so many consultations, has been settled and the

threatened war of rates averted. The Northern Pacific has agreed not to compete for San Francisco business and the Central and Southern will keep out of Oregon. The same rates will be made by the Northern Pacific from eastern points to Portland, Astoria and Puget sound ports as are made by the other roads from the same points to San Francisco, while the local rate will be charged on all through freight passing between Portland and San Francisco. Freight and passengers for Portland coming via San Francisco will be charged the ocean local rate from San Francisco to Portland in addition to the regular rate from Chicago to Portland by the Northern Pacific. By this compromise a ruinous railroad war is avoided and business placed on a legitimate basis.

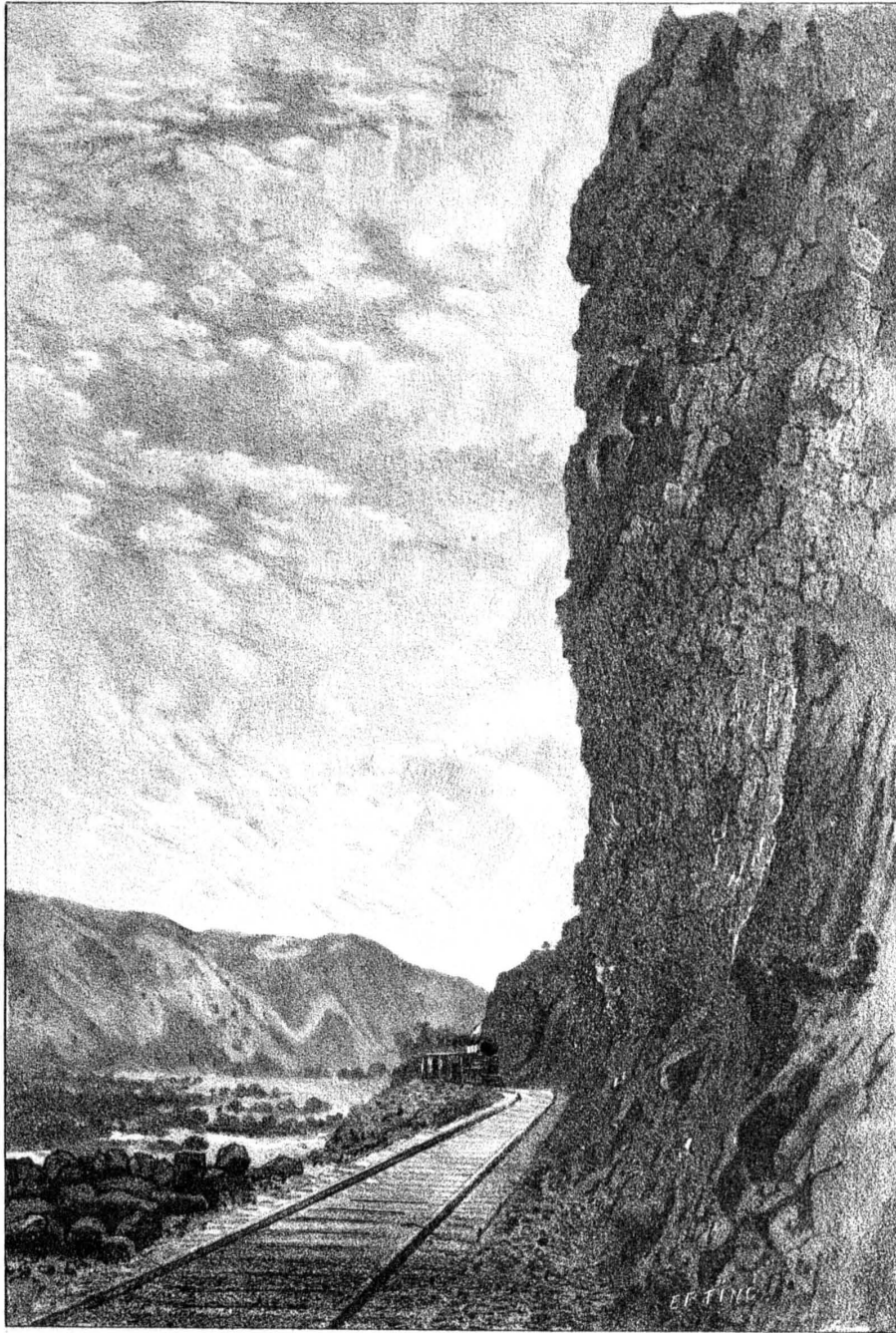
Everywhere throughout the great west railroads are ringing the death knell of the stage line. The Deer Lodge *New Northwest* thus speaks of the history of staging in Montana: "But what a unique chapter of history the stage coaching days of Montana would furnish! Don't you old-timers recollect how Jno. Oliver, Ed. House and Ed. Conover, who were carrying express from Fort Bridger, Salt Lake and Bannack, in 1863, soon after the Alder diggings were struck in June, rigged up a broncho stage line between Bannack and Alder; how they had rope harness and dead axe springs; how it took a half dozen men to hold the bronchos till the last tug was hitched, and when they were turned loose they struck a dead run and kept it up to the next station? The drivers didn't know there were any "sleeping places" on the road those days. And then when Last Chance was struck in November, Oliver & Co. put on the Virginia and Helena line, making the run through, 120 miles, by daylight. In 1865 Ben Holladay came in with the mail contract, and Wells, Fargo & Co bought the important stage line, from Salt Lake north. Then came Wm. H. Taylor, as superintendent, with Pullman palace ideas of staging, giving Montanians the ideal line, but making it cost W. F. & Co. so much money that in 1869 Gilmore & Salisbury bought their lines for a song and started them again as a money-making enterprise. We didn't always or often have good accommodations or rapid transit, except when Huntley & Co., Taylor & McCormick, Alex. Rallston, Joe Daddon or L. M. Black put on opposition, but rain or shine, mud to the axle or snow to the blinders, the mail and passengers were generally landed at the home stations about schedule time; and although we thought the fares extortionate, it didn't cost as much or any more for local travel then than it does now by car or 'bus. With O. J. Salisbury, Wm. C. Child and Captain H. S. Howell as superintendents the past ten years, the G. S. & Co. lines in Montana were expanded to a great enterprise, having had as high as 1,165 miles of mail and passenger coach lines, the most of them with service daily each way. A year and a half ago the company had 800 head of horses and \$120,000 worth of property in service. Six months ago, with the encroachments of the railroads, the lines had been shortened up, but they still had 500 horses and \$85,000 worth of property on hand. Now their total stage lines in Montana aggregate only 175 miles, being the Helena and Dillon line, with branches to Butte and Virginia City. They have yet on hand, besides the horses, thirty four and six-horse coaches, fifteen jerkies, twenty sleighs, four road buggies, twelve deadaxe wagons, and harness enough to equip a thousand miles of road."



"WEST SHORE" LITH

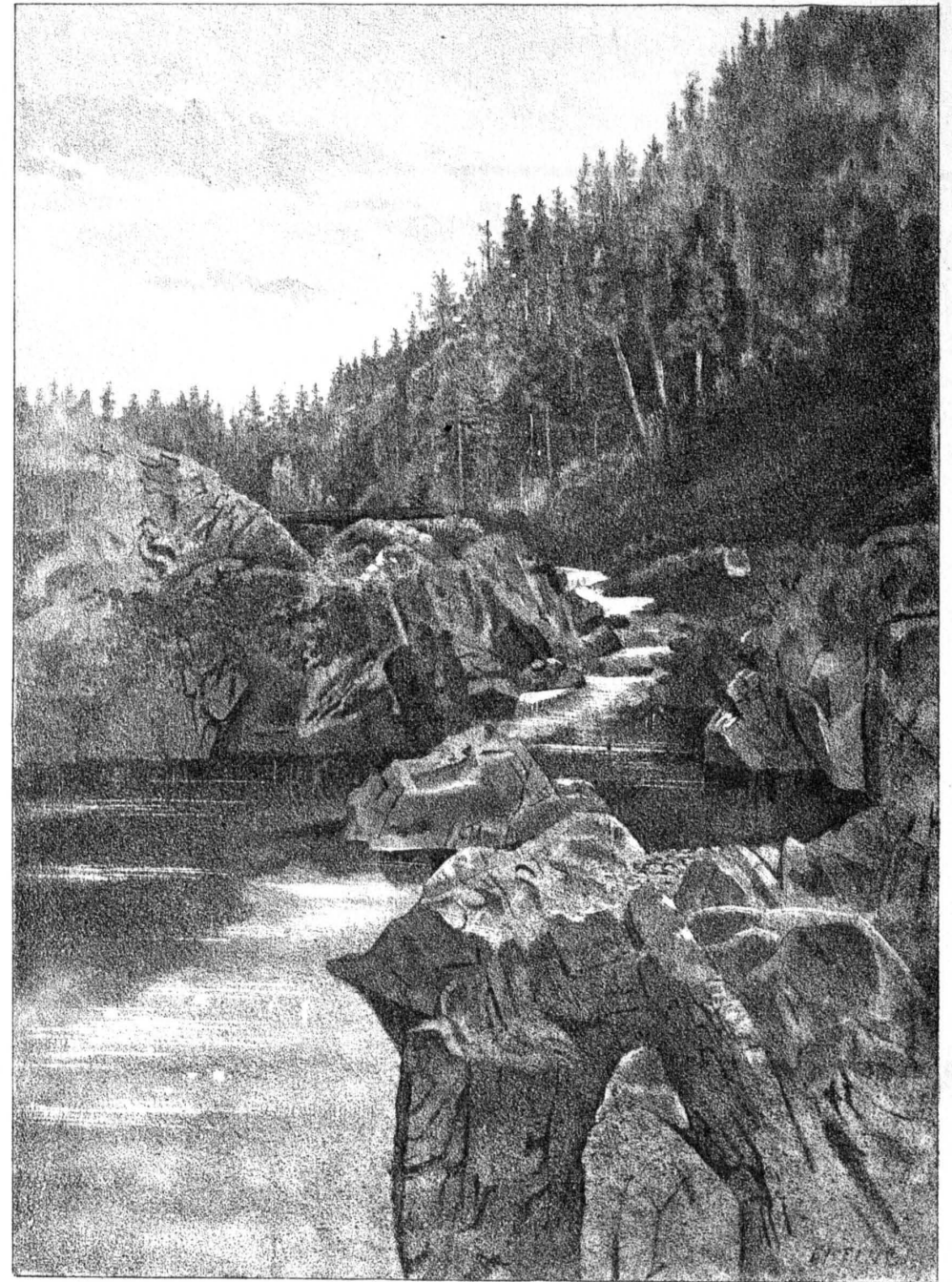
COW CREEK CANYON, OREGON & CALIFORNIA R.R.

I.G. DAVIDSON Phot



"WEST SHORE" LITH

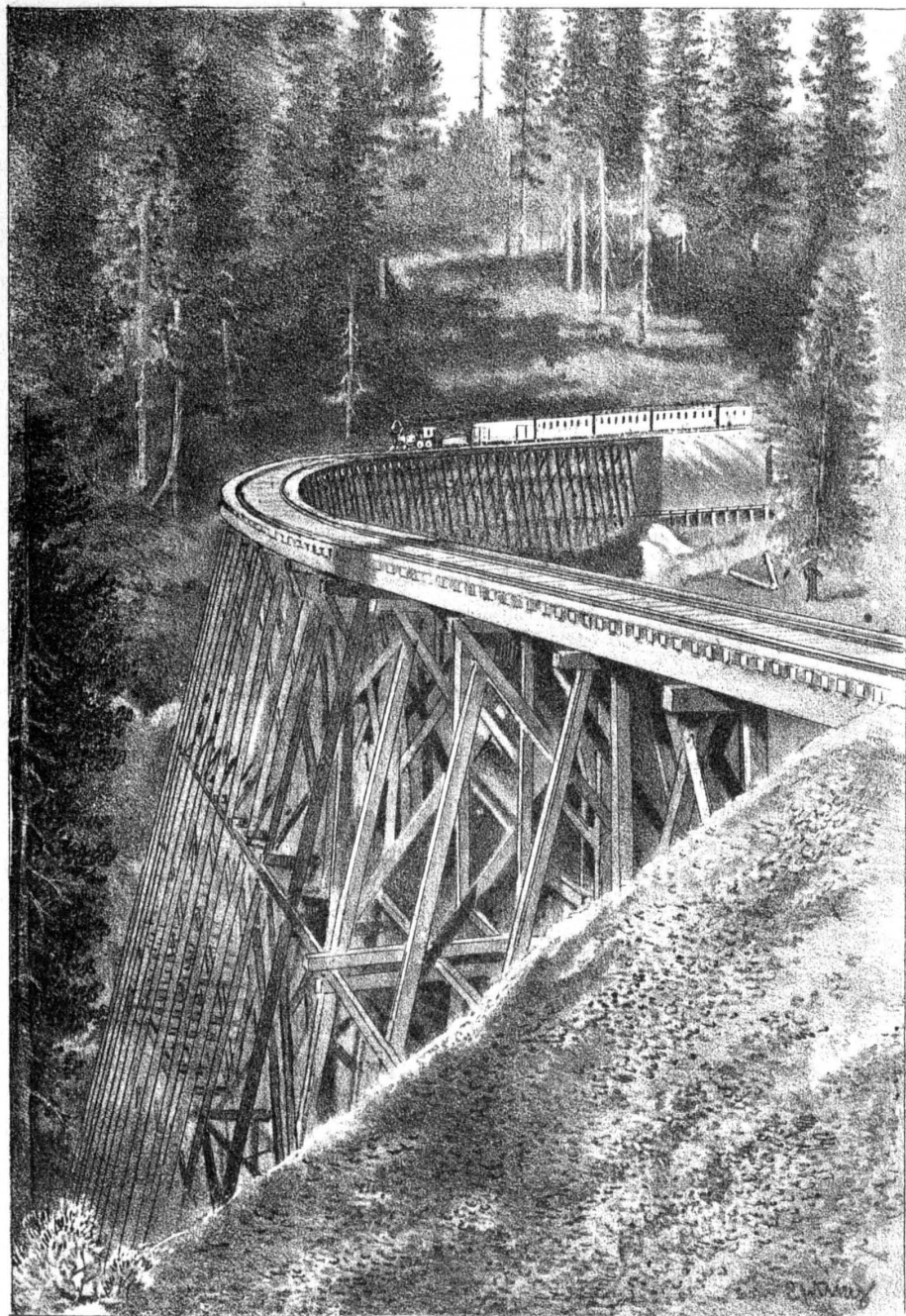
ROCK CUT NEAR ROSEBURG.



COW CREEK GORGE

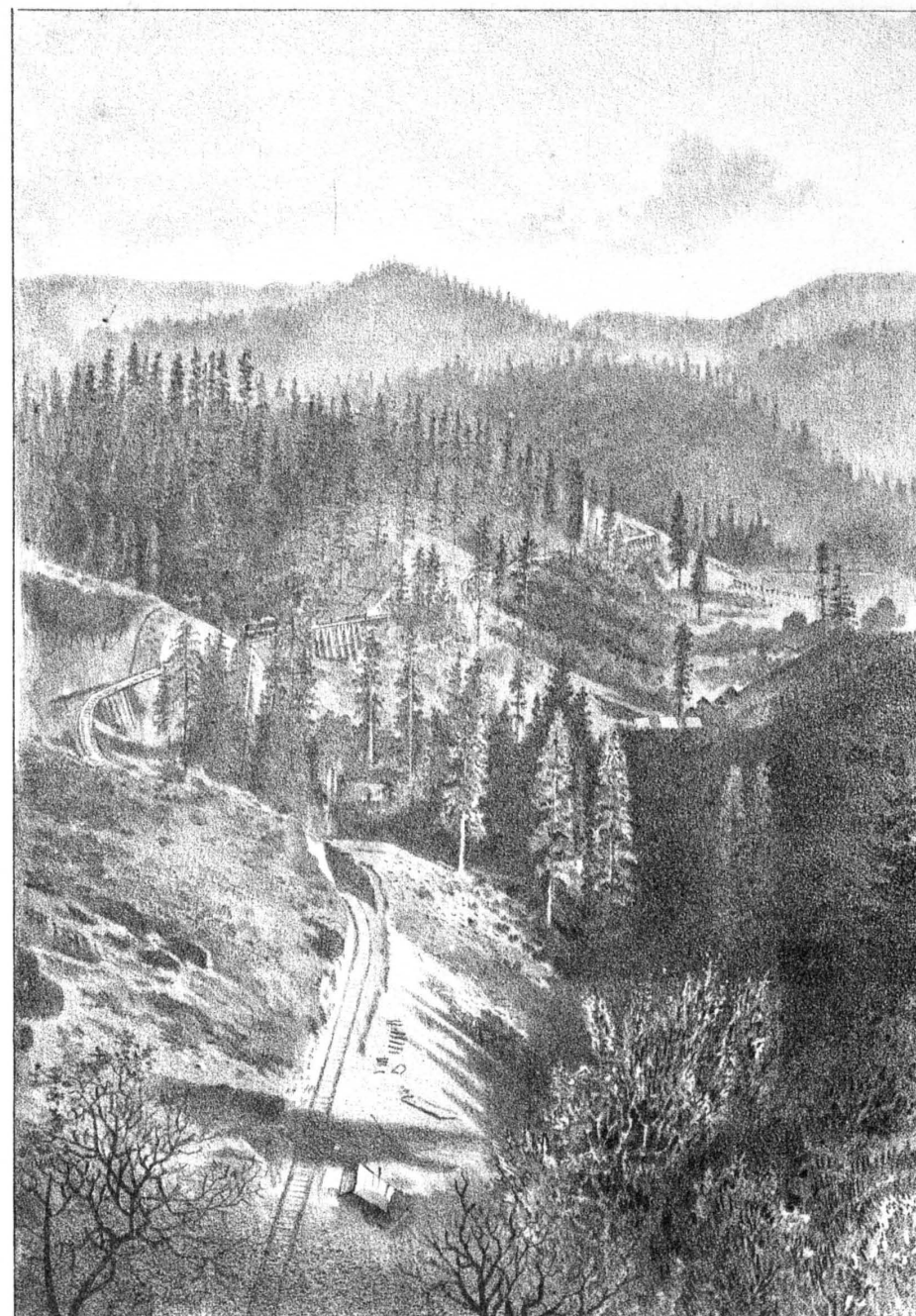
I. G. DAVIDSON, PHOTO

OREGON & CALIFORNIA RAILROAD EXTENSION.



"WEST SHORE" LITH

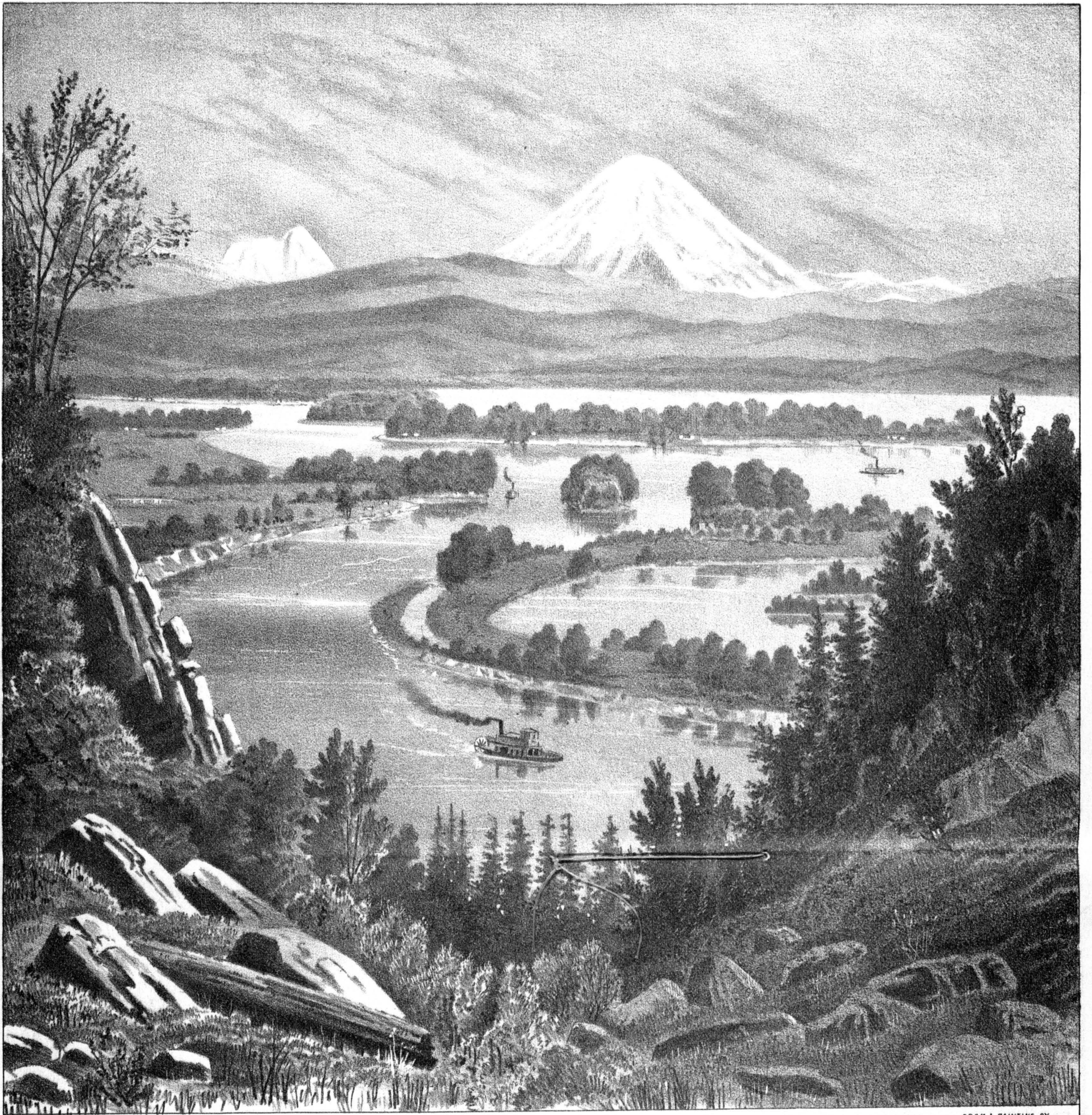
BRIMSTONE TREXLE.



LOOKING SOUTH FROM TUNNEL 8

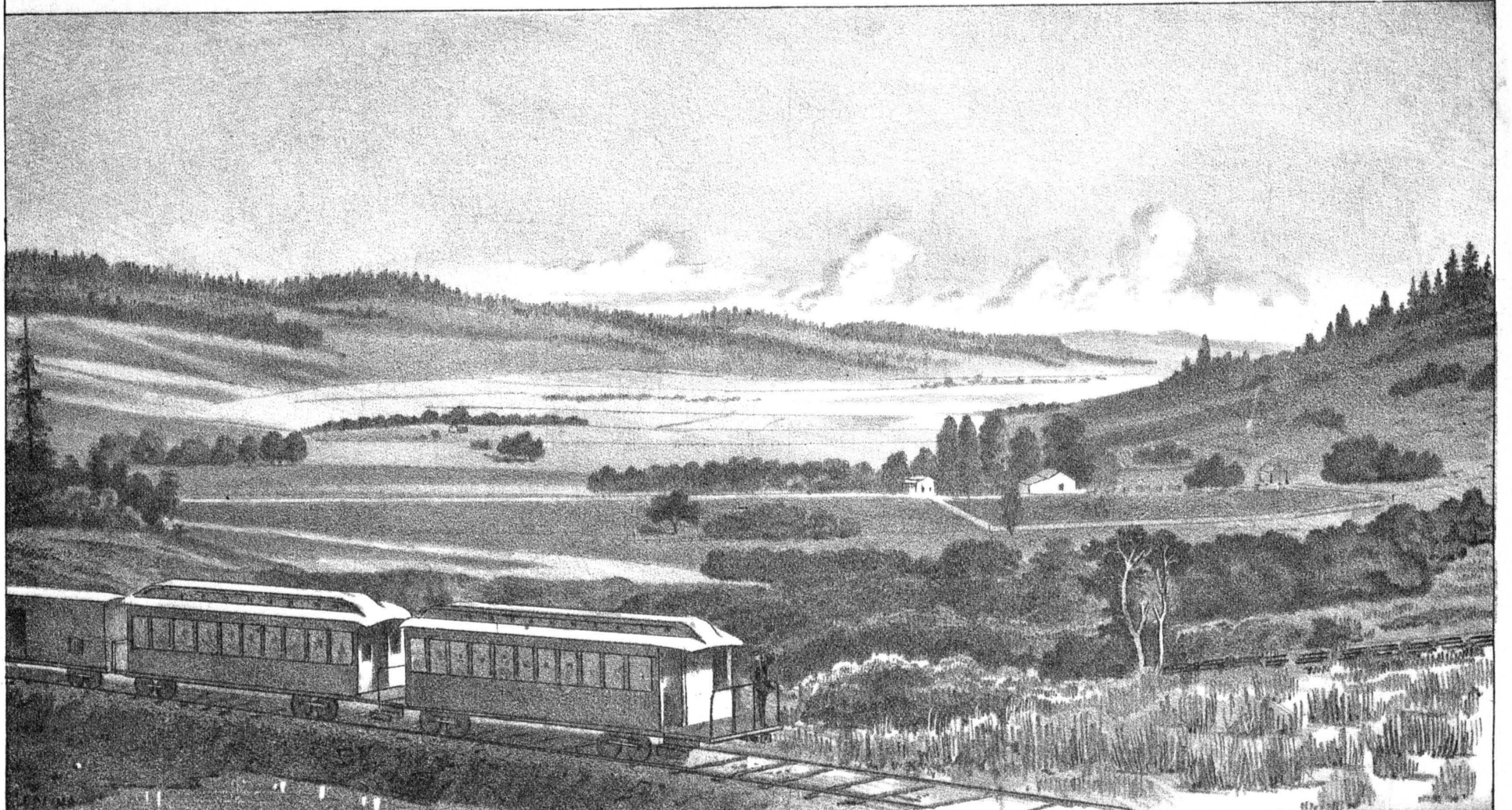
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OREGON & CALIFORNIA RAILROAD EXTENSION.



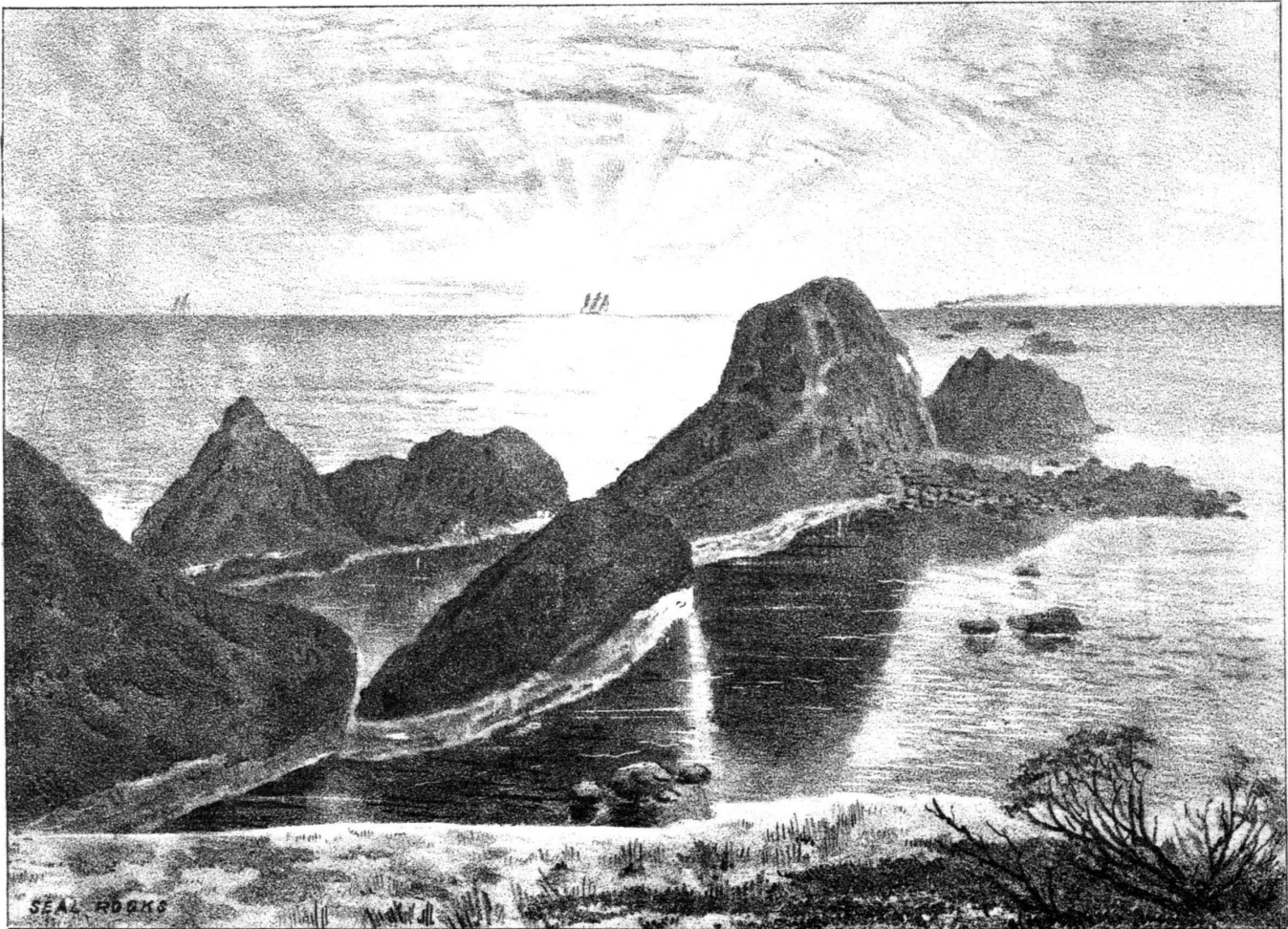
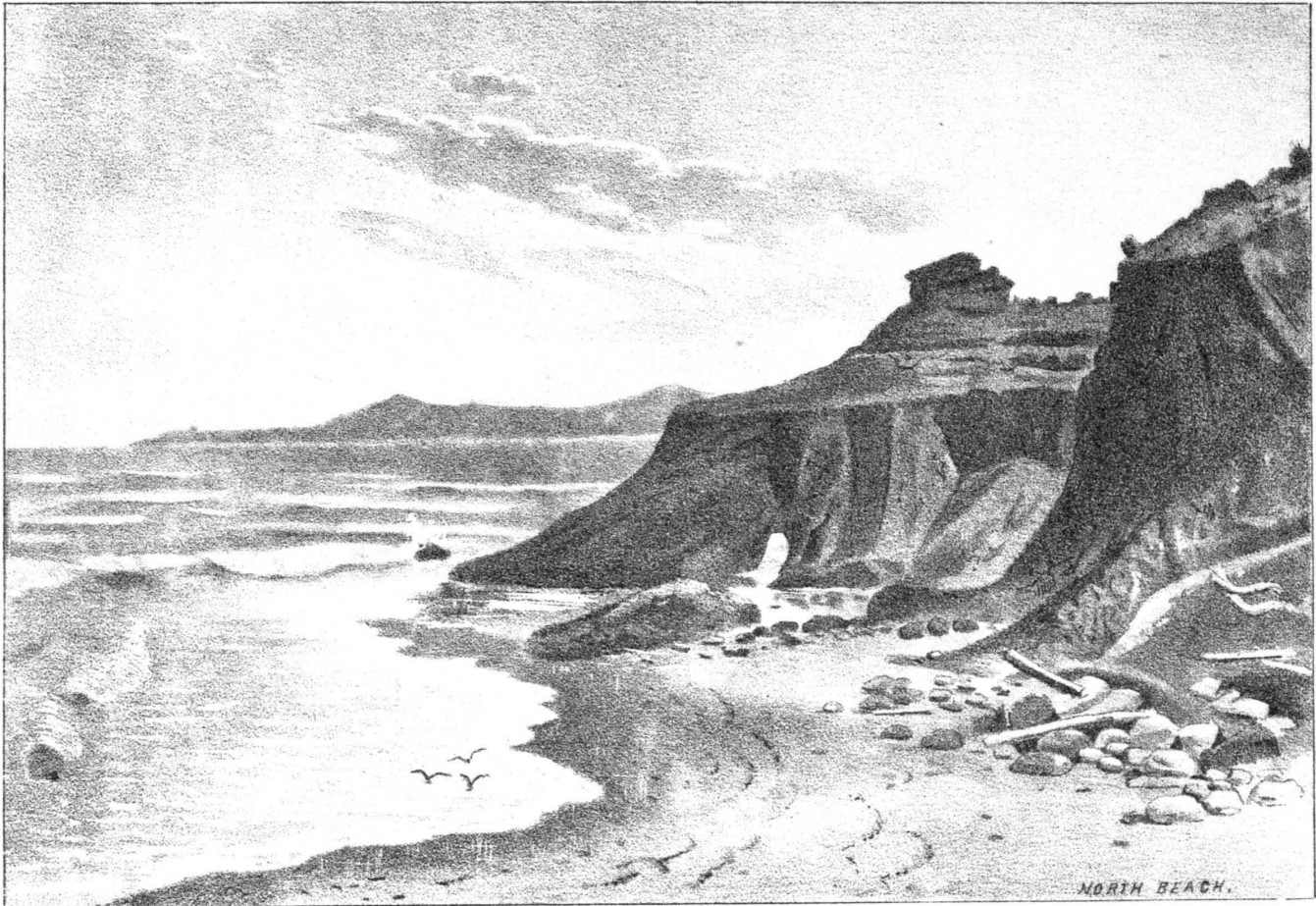
MOUTH OF THE WILLAMETTE RIVER.

FROM A PAINTING BY
CLEVELAND ROCKWELL.



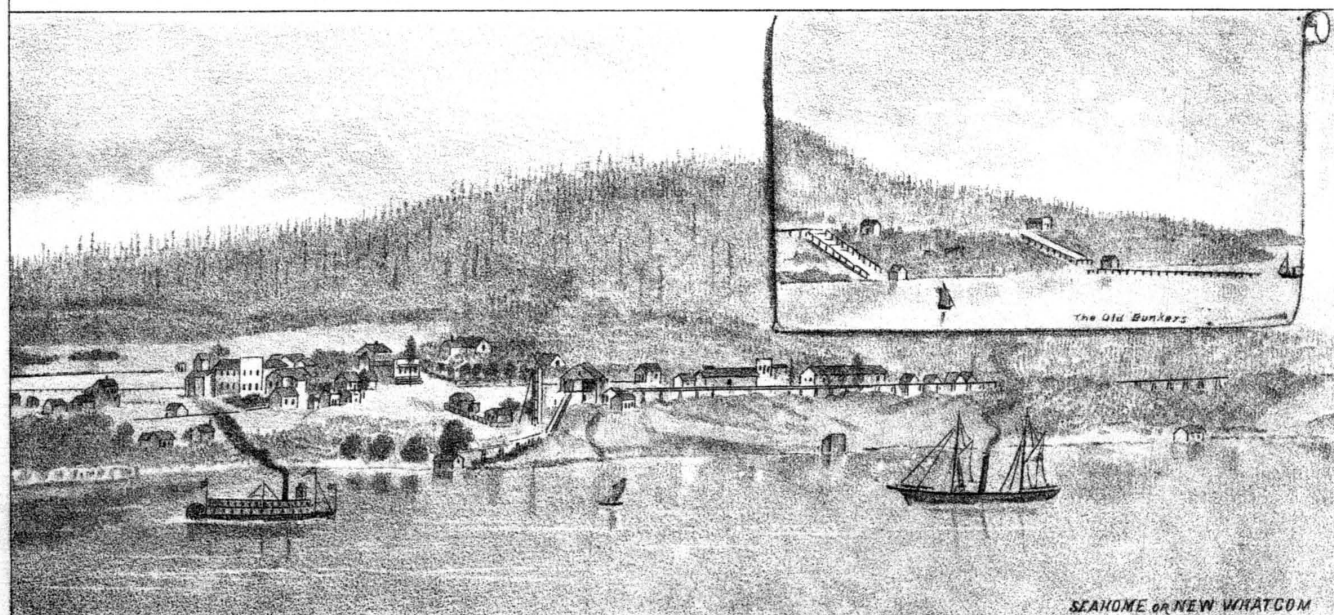
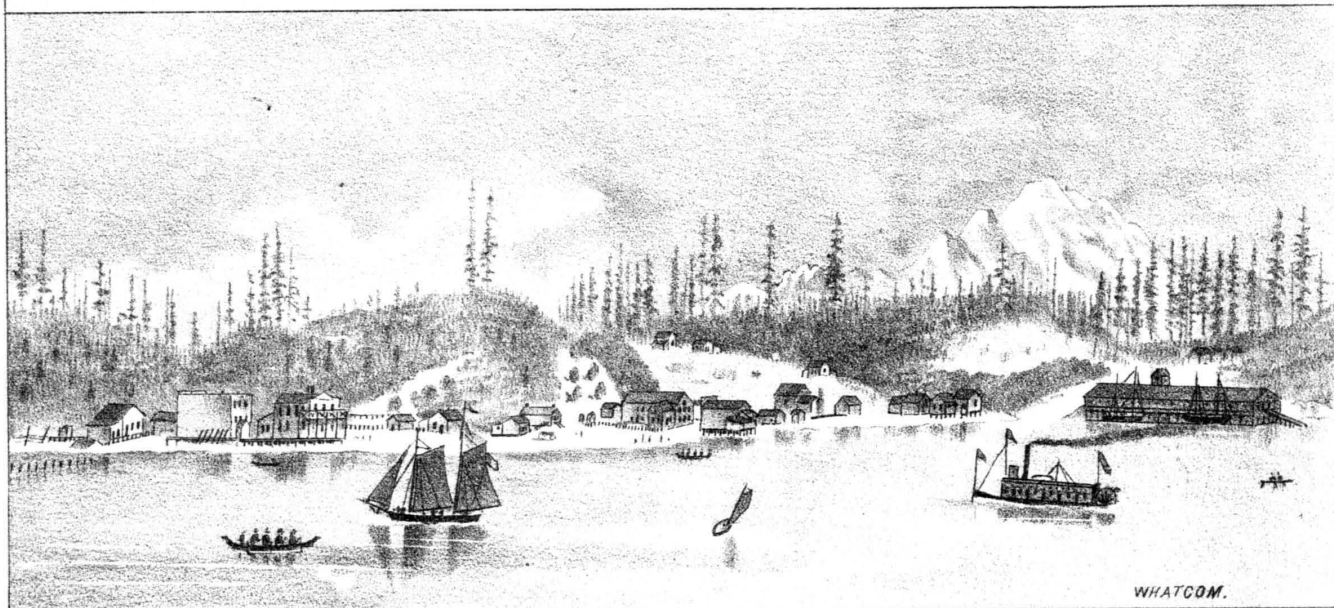
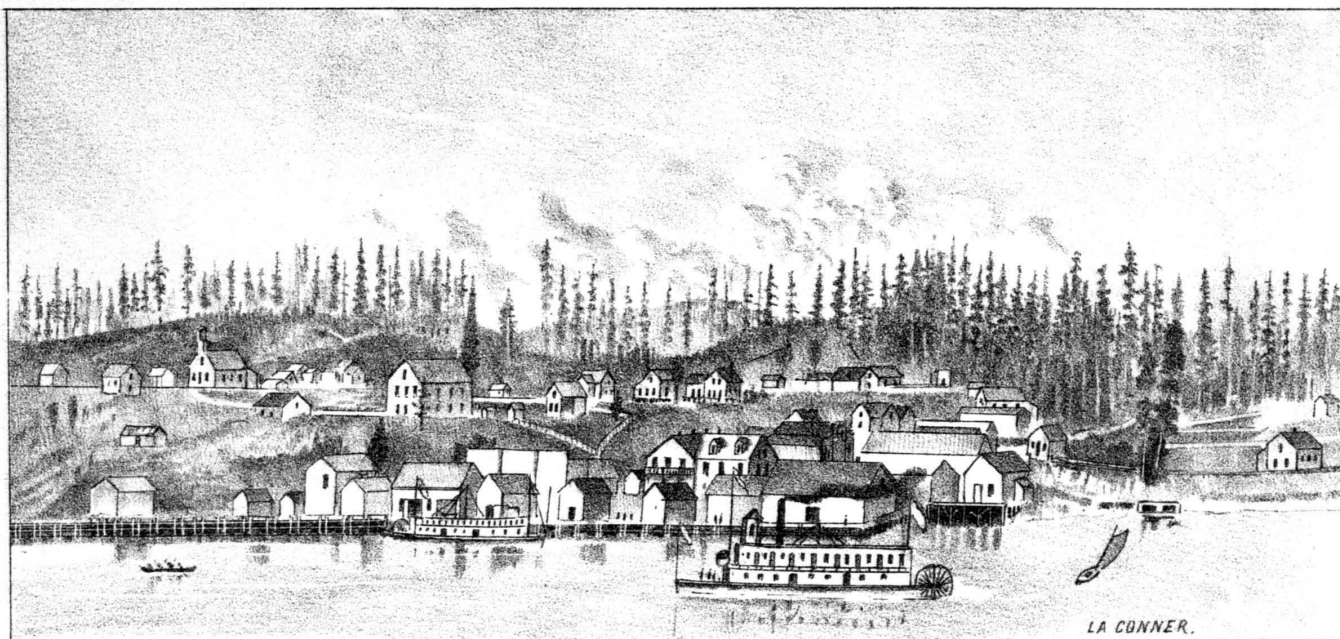
WEST SHORE LITH.

YONCALLA VALLEY, DOUGLAS CO., OREGON.



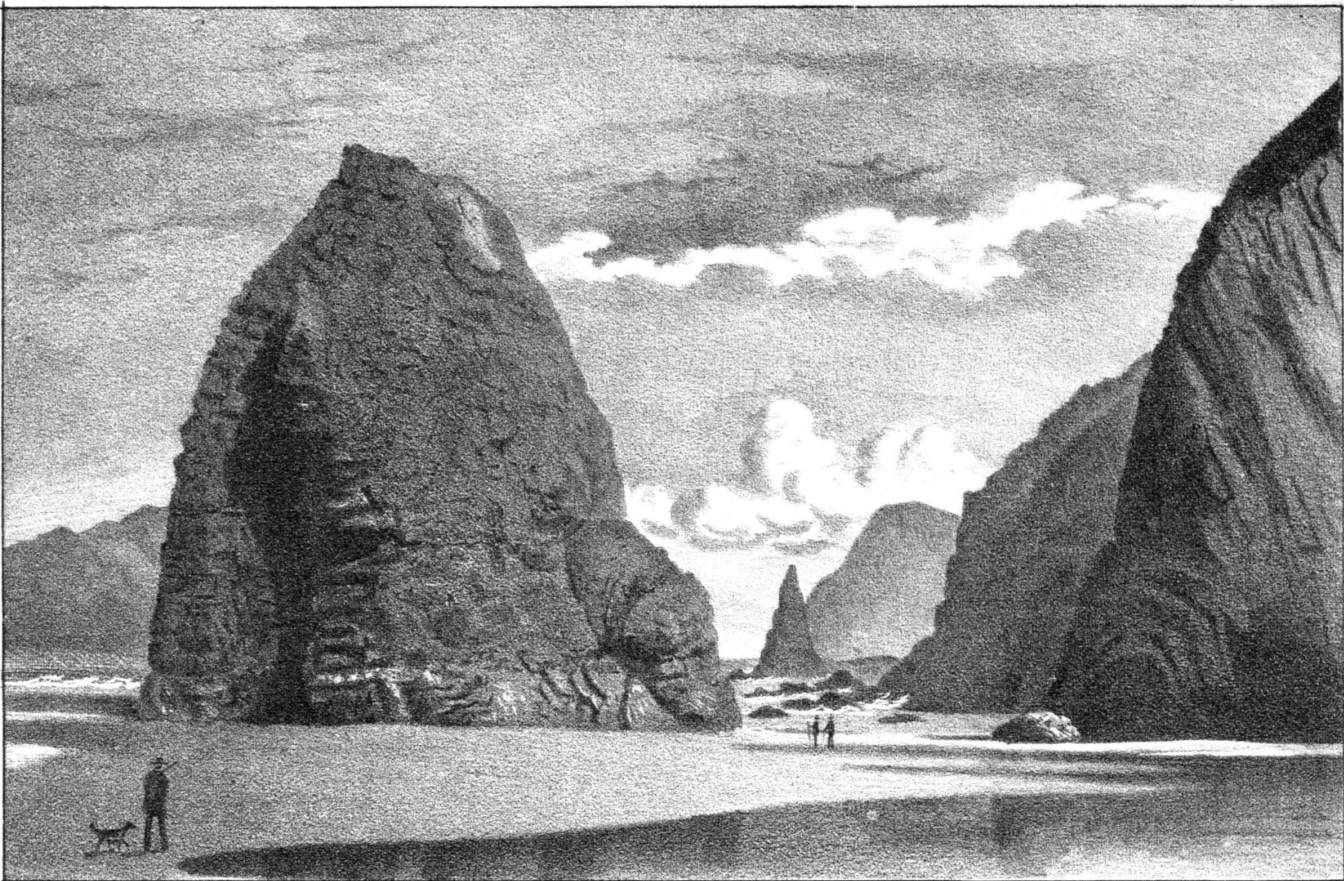
YAQUINA BAY, OREGON.

'WEST SHORE' LITH



WEST SHORE LITH

PUGET SOUND, W.T.



FIREPLACE ROCK, SALMON RIVER, OREGON.



"WEST SHORE" LITH

OFF SALMON RIVER, OREGON.



Coal has been discovered on the western slope of the Cascade mountains, in Yakima county, W. T. That it is of good quality is evidenced by the fact that gentlemen connected with the mines at Newcastle recently located sixteen claims on a five-foot vein. The discovery is in the Teanaway country west of Kittitas valley.

A ledge of silver ore was recently discovered near Fairweather, Spokane county, W. T., about twenty miles from Cheney, and when the news reached that enterprising town there was a lively scamper to secure locations on the lead. A mining district has been organized and many claims taken. The rock is pronounced very rich in silver by quartz experts.

Coal was recently struck in shaft No. 1, on the Esplanade, by the Vancouver Coal Co., near Nanaimo, B. C. Sinking was begun in June, 1881, and a circular shaft twenty feet in diameter was sunk 635 feet until it reached a seam of excellent coal seven feet and four inches in width. The event was celebrated by a grand banquet given by the company to its employees.

The valuable deposits of mica which were discovered some time since at the head of Bear creek, about four miles northeast of Lewiston, Idaho, have already sent two consignments to Boston and New York. The mica, which is declared by experts to be superior in quality to that procured in the Carolinas, is found in small intermittent veins or streaks covering a large area, indicating an abundance that will render the mines of permanent value. The metal is prepared for market at the mine, being split into thin layers, cut to patterns of some eighty sizes and shapes, neatly wrapped in tissue paper and packed for shipping.

Returning miners from the Kootenai region say that considerable prospecting has been done there this season. The ore is low grade, assaying from twelve to forty ounces of silver and carrying a large per cent. of lead. Prospecting down the Columbia some ninety miles from the lake, revealed no placer diggings of much value, but placer mines have been found on Bull river by prospectors from Kootenai. Many quartz claims have been located this season, and the indications are that a flourishing mining district will spring up there. A number of large boats have been built to navigate the lake and river and transport supplies to the miners.

The county of Meagher, Montana, which has always been known as the "cow county" is developing great mineral wealth in the Belt mountains that occupy its eastern end. The mountains are full of prospectors and many rich strikes have been made. There are promising ledges in Maiden, Yogo, Wolf creek, Copperopolis, Sage creek, Castle mountain, Montana, Barker, Birch creek, Belt Park, Mossgate and Sixteen-mile creek districts, many of which have been located a number of years. Preparations are being made by several

companies to begin operations on quite an extensive scale, and chances for the springing up of large mining camp in the near future are very bright.

At Harrisburg, Alaska, mining has been suspended for the winter. The Treadwell mine, on Douglas island, has a ledge 500 feet wide which has been uncovered a distance of 1,000 feet. The ore is low grade but in great quantity and easily taken out. In twenty-three days 220 tons were brought to the surface and crushed in a five-stamp mill, yielding \$2,600 without saving the sulphurets, which would have averaged \$6 per ton. It is proposed to erect a 120-stamp mill next season. Several other claims show paying ore. About 120 people are wintering in Harrisburg this season. The judgment of the Schiffelin Brothers that the season in Alaska is too short to render mining profitable is no doubt correct, except in the case of such mammoth ledges as the Treadwell. Returning miners bring many samples of fine coal and a superior quality of white marble.

Reports from the Cœur d'Alene gold mines are somewhat conflicting, ranging in tint from blue to rose, but all agree upon the conclusion that the placers, or at least portions of them, are rich, but just how extensive and valuable they are can only be demonstrated by actual working. Many claims have been located, though but few of them have been opened. The following from the Walla Walla Union is as reliable a report as can be had at present:

"Tom Bently, Pat Flynn and Robert Smith, three practical miners from Wood river, have just returned from the Cœur d'Alene mines and speak in the highest terms of the prospects there. They report Pritchard's creek (or gulch) about eighteen miles long, varying in width from twenty to eighty rods. It is flat and smooth, having a fall of two feet to the hundred, with a gradual and even slope. The gulch is all covered with heavy timber. Rocks are also quite numerous, but the largest can be easily handled by two men. Water is abundant and sufficient for the diggings. The ground will be worked by either stripping or drifting, but most likely it will not pay to drift very extensively. Ten miles of the gulch have already been prospected and pay dirt found. Two hundred claims have been located, and every claim opened up so far pays from \$20 to \$100 per man daily. Only ten strings of sluices are now running. The bed-rock is slate, and pays from one to two ounces per pan. There are a few inches of pay gravel on the bed-rock which prospects from 25 cents to \$10 per pan. It is not ascertained how wide the pay streak is, but parties are now working in the center and on both sides of the gulch in various places. When the party reached the gulch they found only two men opening it up—George Ives and a man named Gillett. After looking at the records they discovered that several men were holding all the way from 60 to 220 acres apiece in their own names, as well as the names of those who had never been near there. They accordingly staked off twenty acres of such land apiece, and were immediately followed by others, who did likewise. Miners came in from all directions, and now only two men have twenty acres each—Ives and Gillett. The claims were voluntarily divided up and given to new comers. The miners generally were in favor of not asking Ives and Gillett to divide up, as they

were the first in the gulch, and had shown such energy in opening it up. There are several gulches tributary to Pritchard's which have all been taken up, viz.: Eagle creek, about seven miles long; Butte gulch, three and a half miles long; Gold Run, two or three miles long; Quartz gulch, on the south side of Pritchard's, four or five miles long. On the latter there were only two claims when the party left. This gulch gets its name from an extensive quartz formation at its head. It is thought some eight hundred or one thousand men will winter in the gulch. A post office will soon be established. Seven hundred names have already been signed to a petition for the establishment of mail service. A trail is now open between Heron Siding and the diggings, crossing over the Cœur d'Alene ridge. The trail is a comparatively easy one, and being the shortest most of the travel to the mines will go via Heron Siding."

AGRICULTURE.

MONTANA FARMS.

The character and peculiarities of farming in Montana are well set forth in the following articles by several of the leading papers of that territory. The *Glendive Times* says: "The western emigrant who starts for Montana with a view of farming, should not suppose that the country is like Dakota, and offers large areas of land of even fertility ready for cultivation. Montana, with the exception of the high, rolling, grassy plains in the eastern portion of the territory, is essentially a mountain region. It is the backbone of the continent, and its surface is upheaved into countless ridges and ranges and into so many gigantic peaks that nobody has found time to give them all names. People who get their ideas of mountains from a map, and imagine that a range consists of a single line of ridges and summits, will be surprised to find that what is called the main divide of the Rockies is about fifty miles wide, and that spurs and lateral ranges fill a belt of country more than two hundred miles in breadth. Then there are detached groups and ranges that lie out on either side of the main body like the flankers of an army. The mountains are by no means valueless to the settler; for their slopes are covered with grass to an elevation of seven or eight thousand feet above the sea level, and timber grows in the ravines on both sides. Agriculture, however, is necessarily confined to the valleys which wind around among the lofty ranges in long, narrow belts of fertile bottom-land. The farmer only seeks to own a strip or valley land, knowing that the slopes of the adjacent mountains will afford a free range for his flocks and herds. Not only is Montana farming limited to the narrow valleys, but to such portions of the valleys as can be irrigated. Crops are raised in many localities without irrigation, but this is in low land close to the streams. Generally speaking, on Montana farms the scanty rainfall must be supplemented once or twice during the growing season by an artificial watering of the fields. Thus far the irrigating methods adopted have been simple and cheap, each farmer providing a ditch for his own use. Usually the large rivers are not drawn upon at all, but the little streams that come down from the mountain gorges are

preferred, because it is easy to divert their swift currents to the adjacent fields. With the exception of the Billings ditch, which is thirty miles long, no attempt has yet been made to utilize a large river to supply a large number of farms. It is evident that any considerable extension of the present agricultural industry of Montana must depend upon the construction of main ditches watering long stretches of valley. These, as in Colorado, must be constructed by stock companies, receiving their profits from water rentals. In Montana, farming is a question not of land, but of water. Only a small percentage of the water available for irrigating purposes is now used. Before there can be any great increase of the farming population, capital and engineering skill must largely expand the present limited and primitive system of local irrigation. Is farming in Montana pleasant and profitable? the reader may ask. Yes; profitable because there is a home market for all farm products at very remunerative prices, and because large crops are certain year after year; pleasant because the climate is invigorating, the scenery magnificent, the swift, cold streams abound in fish, and the mountains will always shelter game to reward the hunter's search. Life is not so prosaic as in the level prairie countries. At every turn of the road a new scene greets the eye. There is an inexhaustible variety of picturesque landscapes. To be a Montana farmer is not merely, in the words of the old song, "To plow, to sow, to reap, to mow." It involves hunting adventures, long rides in search of stock, the trapping of wolves and bears in distant mountain gorges, trout-fishing expeditions, and perhaps a little washing of "pay dust" for gold, as well as the tilling of the fields and the care of domestic animals."

The Billings *Post* speaks of the productiveness of Montana valleys and the special value good farms in that territory will have in the future as follows:

"An experienced agriculturalist, who has resided for some years in Clarke's Fork bottom, gives us his decided opinion that no more productive body of land can be found in the world. He believes the productions in the future will be wheat and barley, and that the enormous yield of an extra choice article that can be produced by irrigation, will pay handsome profits over all expenses. The question of raising wheat in Montana passed beyond experiment years ago, but though the official reports have given much larger averages per acre for the territory than could be approached in any of the states, or in any other territory except Washington, these figures cannot be accepted as a criterion of the actual capabilities of our valleys for the production of wheat. It must be taken into consideration that in many of the valleys where irrigation is always necessary for a full crop, and where crops will often prove a total failure without it, there are always numbers of new settlers who experiment by seeding before they have begun to provide means of irrigation. The consequence is, that unless there should be an unusually heavy rainfall, the unirrigated fields will yield but few bushels per acre, and while the older settlers reap an abundant harvest, the general average is considerably reduced by the imperfect farming of the new comers. For instance, in the very dry season of 1881, out of twenty-one farmers who planted oats in Clarke's Fork bottom, but three or four

had completed irrigating ditches, and the average yield for the twenty-one farmers was less than ten bushels per acre. If the yield of this and other newly settled sections was figured in the general average for that year, it would clearly fall short of doing justice to the territory.

"The Gallatin valley, we believe, devotes a larger acreage to wheat than any other part of Montana, and, while we cannot give the average yield for that valley, we believe the correct figures would be received with serious doubts by the most successful wheat growers in the much advertised wheat belt of Dakota and the Red river country. We have figures for exceptional yields on Gallatin farms, that we would hardly dare mention in the Red river valley, as it is hard to convince the people of that country that their modest average of fourteen or fifteen bushels per acre can be exceeded. We may mention, however, that large wheat fields in the Gallatin and other valleys of Montana, have in many instances yielded averages as high as sixty bushels per acre, and while the general average of irrigated farms would fall considerably below that figure, it would still be much higher than anything yet published in the census reports. In the Yellowstone valley, east of Livingston, wheat growing is still in its infancy, but all ventures in that direction have proved very satisfactory, 30 to 50 bushels per acre having been raised without irrigation at various points east of the Big Horn river, the rainfall being heaviest in the eastern half of Montana. It is generally conceded that the soil and climate are fully as favorable for wheat culture in the Yellowstone as in the Gallatin valley, and that with irrigation it will produce equally phenomenal harvests. By way of comparison, we may mention that the highest average for one Dakota farm of which we have received reliable information up to 1881, was 37½ bushels per acre, produced near Valley City, and that was better than any Red river valley farm could boast of.

"The present production of wheat in Montana supplies but a small proportion of the demand, the flour consumed in the Yellowstone country being nearly all from Minnesota, consequently the price of Montana wheat rarely, if ever, falls below 2 cents per pound. Montana wheat is unexcelled in quality, being noted for its large plump berry, the surprising number of berries in each head, the number of heads per stool, and the extra weight of the measured bushel. It is questionable whether the home supply will ever equal the demand, for notwithstanding the fact that Montana valleys aggregate 15,000,000 acres, the remaining 78,000,000 acres of this great territory must in future support an immense population in mining, stock-raising, manufacturing, and the innumerable other industries that will be developed from our varied resources. Under these peculiar conditions, the prices of agricultural products will remain so high that those who have the good sense and good fortune to secure homesteads in our beautiful valleys, will gain from them much larger incomes than will ever be possible in the purely agricultural countries east of Montana. The values of land rise faster here, and reach larger figures than in the "banana belt," the average value of lands in this bottom being greater than that of the Red river lands that have been settled ten times as long. All attempt at barley culture by irrigation have been attended with gratifying success, the absence of

rain during the latter part of summer and the pure, dry atmosphere, conducing to the production of a perfect berry, of a color that couldn't be improved upon by the best sample ever grown in Canada. Montana has the advantage over Canada, in that she can guarantee an abundant crop of the finest quality of barley every year, while the Canadian product is often ruined by untimely rains. Every mountain town has one or more breweries, so the aggregate consumption of malt must reach large and rapidly increasing figures. The Billings brewery, and all others that turn out good beer, use only Canadian malt, which is very expensive to lay down here."

Gen. James S. Brisbin has a fine ranch on the upper Yellowstone between Livingston and the National Park, through which runs the branch road to that great wonderland. The *Tribune* says: "On Thursday last we were shown by him as fine samples of potatoes, turnips, lettuce, onions and peas as will be found in the states. The heads of lettuce were wonderful, equal in size to good cabbage heads, and a sample of timothy hay that will average two and one-half to three tons to the acre. There is nothing finer in the country than this famous ranch of General Brisbin's. It is safe to predict that within one year from to-day all of the many thousands of acres of unclaimed stock and farming lands on this side the dividing range between here and the Gallatin basin will be claimed by actual settlers. Whoever secures a choice farm-site or stock ranch after this year will probably have to pay a good round price for it. When the county of Park shall have been organized it will probably contain as many farmers and stock-raisers as there will be in the remaining portions of Gallatin county. There is just now a rush of settlers—some owners of large herds—into the Shields' river valley. Soon there will be an almost unbroken line of settlers' houses and other improvements between Livingston and White Sulphur Springs. There are thousands of acres of the best farming lands in the territory in the main valley of the Shields' river, besides great breadths of fertile soil along its numerous tributaries, all of which will be held under the public land laws and deeds from the Northern Pacific company at an early day; and besides the lands that are specially adapted to cultivation, there are tens of thousands of acres of unexcelled stock ranges in that direction. The farming lands are usually sloping, and amply supplied with water for irrigation."

The *Husbandman* says: "There is along the base of our mountain ranges a succession of plateaus that are composed of the richest soil of any lands in the territory, and produce the most luxuriant growth of grass. This soil is generally a rich black loam and well adapted to the growth of all kinds of farm products, but owing to its altitude and lack of water for irrigating, but little has been done in the way of cultivating it. In Gallatin valley, and in one or two instances in the Missouri and Madison valleys, where the experiment has been tried, it has proved very productive, and in most cases has brought forth good crops without irrigating. We believe these lands offer an excellent opportunity for some one to engage extensively in the production of winter wheat. These altitudes are well adapted for this purpose. The land is quite moist, and rain occurs much oftener than on the low valleys, where the farming is usually done. The snow lies deep on these ridges in winter, and would afford a good protection to winter wheat. These lands will sooner or later be utilized, and we believe in less than five years they will be regarded as the choicest wheat lands of the territory."

FISHERIES

Quinn's cannery, about a mile below Oak Point on the Oregon side of the Columbia, was destroyed by fire on the first of November.

Ten tons of live Baltimore oysters were recently transplanted near Victoria. This is a work that should not be confined to one section.

The Williams cannery at Tacoma was not as successful this season as anticipated. After 200 barrels were salted and 2,000 cases packed, the salmon run ended, leaving cans for about 15,000 cases to be held over.

Reports from the Alaska whaling fleet are very discouraging. Up to the twenty-eighth of August five vessels had caught ten whales, while the remainder of the fleet of thirty-eight had none. The ice was very bad and whales were seen outside Point Barrow but twice. The *Cyane* went ashore five miles north of Point Belcher and is a total wreck. The fleet is expected to return in a few days, and then the full catch of the season will be known.

The salmon run in Rogue and Coquille rivers has been unusually large and the season is now at an end. Recently 3,200 were caught in two hauls of the seine at Ellensburg and the cannery there after using up all its material for canning, salted fish in great quantities. On the Coquille about 10,000 cases have been packed and some 1,300 barrels salted. This industry is increasing rapidly on the southwestern coast of Oregon, where there are yet a number of fine salmon streams upon which canneries could be profitably located.

A car containing 10,000 young carp arrived in this city on the fourteenth of November, having been sent out by Prof. Baird, U. S. fish commissioner. To all parties on the coast who apply for them for the purpose of stocking ponds fifty are given free of charge. Now is the best opportunity farmers will probably ever enjoy to obtain a supply of these excellent food fish for breeding upon their own premises. They require but little care and in two years become large and valuable.

Since the above was in type we have learned from the gentleman in charge that the carp have all been distributed. This is an evidence that our people recognize their value.

The fisheries of Alaska are only exceeded by the fur industry in importance, and are increasing so rapidly that they may take the first rank in a few years. The extent of the whaling interests is well known. The principal food fish are cod, halibut, salmon, herring and oolachon (eulachon). The last named are extremely oily and are caught by the natives in great numbers, who extract the oil and use it for food grease, as some tribes do whale oil. These fish are also dried and then burned for candles, being on that account known also as the candle fish. The oil has been bottled and exported to some extent and is pronounced superior to cod liver oil for medicinal purposes. This fish is most abundant in southern Alaska and British Columbia. At present the salting and canning of salmon is the leading industry. Seven canneries, situated at Kenai, Pyramid Harbor, Cape Fox, Karlook, Chilcat, Carter bay, and Kiaovack, are in operation this season and the result of their labors is not yet known. At

Killiknoo the Northwestern Trading Company has a large establishment for extracting oil and drying fish. They produce large quantities of herring oil, cod liver oil, porpoise oil, whale oil, dried cod and dried herring. Fish are also dried and salted at Takon, Sitka, Naha bay, Bartlett bay, Unga island, and Choumagin islands. The black cod, a superior food fish about which little has heretofore been known, abounds from Cape Flattery to the Arctic ocean. The fish is very fat and oily, some of the native tribes catching it for its oil in the place of oolachon. Under the auspices of the United States Fish Commission James G. Swan has recently made some experiments in salting the black cod which have been highly successful, and 500 pounds of the fish have been sent to Washington. An effort was made thirty years ago by Captain Brothie to secure a cargo of these fish at Knight's island, but as the natives have a superstitious regard for them he was prevented from accomplishing his purpose. There is an opening here for an extensive and profitable industry. In 1878 a few shad were planted in the Sacramento river, and now this fine fish is occasionally caught in the waters of Puget sound, British Columbia and Alaska.

FLATHEAD RESERVATION AND MISSION.

Probably the most contented of reservation Indians in the United States are those occupying the region embracing the Flathead lake and valley of the Jocko, in Montana. These Indians have been continuously under the religious instruction of the missionary fathers of the Catholic church since early pioneer times, and it can be said of them that they have never given trouble to the white intruders. In the matter of education and the practice of agriculture and the industrial arts they are the equal of any save the Creeks and Cherokees, and are nearly self-sustaining. These facts will appear in the report of Senator Vest and the Indian Commission, where the contrast with the condition of many other reservation tribes will be vivid. The following facts about the Flathead reservation are collated from a Missoula exchange:

The Jocko valley, where the reservation headquarters are located, is one of the loveliest spots in Montana. Streams of clear, crystal water flow past the agency buildings and behind the mountains rise rugged and high. A beautiful moss-banked stream flows swiftly along between the agency and the Jocko. On both sides of its banks the land is fenced in, and substantial log houses and smoke-colored lodges alternate as far as the eye can reach. Here a golden stubble-field, with stacks of wheat in the center; next a green meadow, from which the grass has been cut clean and smooth; then a corn patch, and a vegetable garden, all making a picture of rare beauty, which the eye loves to dwell upon. Then the Indians (for every foot of land belongs to them) galloping along with their gaily colored blankets and head-dress of feathers nodding in the wind, lent an additional charm to that scene of beauty in the peaceful looking Jocko valley. The agency buildings and surroundings are as clean-kept and neat as a parlor. No wonder Major Ronan is held in such high esteem by both Indians and whites. An honest, upright man, he is peculiarly fitted for his difficult position.

A three-mile drive from the agency over the grazing lands brings us to the Jocko. The river banks are covered with moss, which grows down to the water's edge; tall pines, larches and firs at intervals, throw their shadows over the clear, rippling waters, and over many a deep trout pool, where the Indians can always be seen fishing. All along the river bottom the trees stand well apart, with rich pasturage covering the spaces between. The drive of fourteen miles down the fertile Jocko valley is one of interest. Well-tilled fields belonging to the Indians and half-breeds are passed. Log and frame houses are to be seen on every ranch, some of them belonging to white men who had married squaws, for by such a marriage a white man acquires the privileges and immunities of an Indian untaxed. The entire Jocko valley, with its panorama of beautiful scenery, its Indian lodges and farms, is spread out to the railroad traveler, for the Northern Pacific winds its way through the river valley.

St. Ignatius Mission was established by Father de Smet in the year 1853, when the lower Kalispel Indians came up and settled in the Mission valley. The Indians who occupy the Flathead reservation are composed of Kalispel, Pen d'Oreilles, Flatheads, and Kootenais, as follows: Pen d'Oreilles and Kalispels, about 1,000; Kootenais, about 350, and Flatheads about 150. The old log church, built at the beginning of the Mission, was replaced in 1859 by the present frame building, built by Father Manetery, which is capable of accommodating about 1,000 Indians. There are two boarding schools; the one for the girls is conducted by the Sisters of Providence. There are five sisters and four lay sisters. The boys' boarding school is conducted by the fathers, there being three fathers and four lay brothers. The Indian children, besides being taught a common school education, are also instructed in manual labor of all kinds, the boys learning carpentering and other trades. The girls are instructed in housework, needlework and other accomplishments, in order to make them tidy housewives. The fathers are instructing fifty Indian boys, and the sisters about the same number of girls. Two new school houses are being constructed, one for the girls, 50x45, two stories high, and another for the boys, in the shape of an L, having a double front of 66x66 feet, and two full stories high, with a mansard roof. These school houses are put up at the expense of the mission fathers. The girls' school house will cost fully \$5,000, and that of the boys will not fall short of from \$8,000 to \$9,000. The present residence of the sisters was built in 1865, and that of the fathers in 1876. The mission buildings are surrounded by smiling gardens of fruits and flowers, vegetables, hemp, broom-corn, and tobacco at least four feet high. Cabbages, squashes, and other vegetables attain a wonderful growth in the mission gardens, the best vegetables being in a garden which has been cultivated for the past twenty-five years.

A new flouring mill on Willow creek, Madison county, Montana, has begun operations.

Preparations are being made to begin the manufacture of pottery at the large brick yards near New Tacoma.

The steam flouring mill at Colton, Whitman county, W. T., has been completed. It has a capacity of 125 barrels in twenty-four hours.

THE NORTHERN PACIFIC AND TREE PLANTING.

So much has been heard of the Northern Pacific during the last few months that some comment upon one of its operations which is out of the usual class may be of interest. A handbill before us, which recipients are requested to "please post in a conspicuous place," gives details of the company's plans "to encourage the planting of forest trees in groves, shelter belts or live windbreaks." "To settlers and land-owners tributary to its lines and within the generally recognized treeless region" the company offer as inducements free transportation of forest trees not over two years old and tree seeds and cuttings to all prairie stations; also free carriage on improved varieties of small fruits, settlers being cautioned against ordering apple trees from east or south of Minnesota, as such trees generally fail. The next inducement is in the form of trip-passes for settlers accomplishing the best results. Although the single-trip passes offered are not intrinsically valuable enough to incite much effort, the competitors will be working for themselves; that is the most substantial reward, and the railroad takes the part of encouragement and education. Its other inducement is the gratuitous distribution of printed practical information about tree planting, and "the superintendent of tree plantations will, at such times as his active duties will permit, visit all localities on the lines of the Northern Pacific railroad where the people manifest an interest in this work, and will aid them by his counsel and practical experience, imparting such information orally in a conversational way, or in lectures, as will enable them to avoid the mistakes so commonly made, and also endeavor to show the way to the best results with the least delay and the smallest and most judicious expenditure of time and money."

The lumber trade direct between Puget sound and adjacent territory and Australia has become important. The point, however, occurs whether it is not desirable to adopt measures for the preservation of our forest timber. The Pacific coast is being rapidly denuded of timber, and nothing is done to compensate for the loss by planting new forests. Climatic changes of very serious character may be anticipated from the wholesale destruction of growing timber. Millions of dollars worth of valuable timber are annually destroyed by fire on the Pacific coast. It should be somebody's business to prevent this waste of national property. Congress would do well to consider this matter at its next session.

The vanguard of American civilization, moving westward, has always borne the axe, and "Chop! chop!" has been the American motto. The Sage of Chappaqua set up a wayside direction, not yet obliterated, sending the young man west, and one of the things he "knew about farming" was to go out and chop down a tree. Any man of fair health can do that in an hour or so; but it occupies the silent forces of nature a goodly number of years to set the tree up again. Tree and savage held the soil, and extermination has been levied against both; now it is time the axe rested and trees were allowed to stand until substantial reasons are found for cutting them. The forest primeval must have defenders or live only in Acadia and hexameters. The murmuring pines

and the hemlocks of the Adirondack region are already largely destroyed by bark-cutters and charcoal-burners; the retention of the duty on wood (said to be "protective" of something), the increase of exports of "wood and manufactures of," and the penetration of the remotest wood wilds by the destroying railroad, work all together.

The census forestry charts are most suggestive. It is not merely the exhaustion of wood that we have to contemplate, but, as man can never conquer nature, the penalty follows in drouth and tornado, alternated by flood. The last great outbreak of the Ohio was generally ascribed to denudation of its upper banks, although the conclusion was met by reference to a great flood long before that denudation; still, that there is a close connection between baring the soil and the excesses of too little and too much water is not doubtful. The tornado, which has become so persistent a visitor that special insurance against it has been discussed, adds its lesson, and the most valuable part of the lesson is that prevention is better than insurance. The St. Paul *Pioneer Press* regards windstorms as preventable. It argues that they are formed in the unbroken prairie stretches of the far west, and cites the familiar little eddies that are seen catching up dirt at a street corner. Contact with adjacent walls breaks up such eddies, which might develop resistless energy if unimpeded; the rotary movement which is only like this in its beginning on Nebraska or Dakota plains has force enough to devastate villages after it has traveled hundreds of miles. The ordinary course of settlement will do much toward reducing the dangerous level of the plains by interposing buildings, growing crops and trees. But the slow course of settlement of the country should not be awaited—tree-planting should be systematically pursued. Lines of trees regularly disposed, at intervals of a quarter-mile to a half-mile, would be the most effective impediments to the development of the cyclone, and the prevalence of growing timber is also the best protection against the prolonged heating of one spot, which heating is itself the provocative of cyclonic currents.

This is the argument. It is certainly most reasonable, and the phrase "windbreaks" in the railroad company's poster is suggestive. Tornadoes, like fires, are governable in their time and place of origin by prevention; so are drouth and floods, in some degree, by conforming to natural laws. Tree felling must be exchanged for tree saving and tree planting. Forestry is beginning to be studied, and not too soon. In some parts of New England village improvement societies have been doing good work, as shown by an item, several years old now, that "the Williamstown Village Improvement Society finished its tree planting last week, and there is now a continuous row of over 450 elms for three miles from the village to the North Adams line." It is pleasant to find the newly completed Northern Pacific taking part in the reform with such prompt and wise forethought.—*Bradstreet's*.

It has been decided by Judge Greene, of Seattle, that navigation on Puget sound is not "inland navigation" in the sense of the U. S. statute limiting the liability of ship owners. The decision says: "Puget sound lies directly open to

the sea, offering deep water, bold shores, safe harborage and busy ports to the ships of all the world. A considerable portion of the local freighting is now, and probably always will be done in vessels navigating the sound as part of routes which take them to other states and foreign countries. Now, does the law say that home-keeping craft competing with them in the same waters, must do so under an onerous excess of liability? I think not. Law abhors inequality. Maritime law especially reaches out after uniformity. Puget sound is similarly related to the Pacific as Long Island sound is to the Atlantic. To the latter has been extended by the courts the same rule that obtains on the ocean. From the cases cited in argument and the reason of the matter, I gather this principle, that navigation of waters, which, whether from their vastness and depth or from their commodiousness and free connection with the great sea, are traversed in the ordinary course of traffic by vessels such as sail the ocean, is not inland navigation within the true sense of the statute."

Mrs. A. S. Lovejoy, whose enterprise in operating fruit canneries in Oregon City and Portland has done much for the fruit interests of this state, has established a factory in East Portland for the canning of fruit and vegetables. Next season 100 men will be employed. The new cannery at Walla Walla has made a large pack this season and will no doubt demonstrate the fact that we can produce such goods equal to the best imported from California or the east.

Near Mount Adams, in Washington territory, is a cave floored with ice. Instead of running laterally into the side of a mountain the entrance is a perpendicular shaft fifteen feet in diameter and the same in depth. The change of temperature upon entering the orifice is like dropping from a hot kitchen into a refrigerator. The sun shines upon a mound of snow in the opening without producing any effect. Inside the cave one can walk seventy-five feet in any direction upon a pavement of solid ice, the ceiling above being studded with the most beautiful stalactites.

The Puget Iron Works were incorporated recently at Seattle. The company proposes to engage in the manufacture of engines and machinery.

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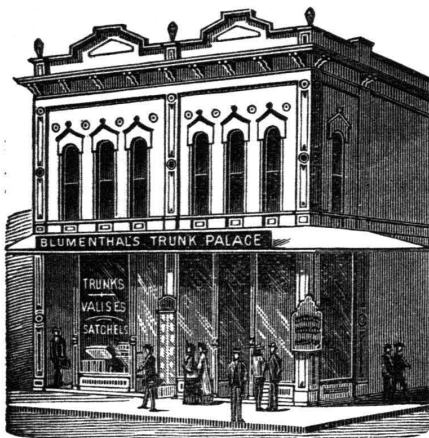
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Oregon.....Tue..Nov..20	State.....Wed..Nov..21
Queen.....Fri.. " ..23	Columbia.....Sat.. " ..24
State.....Tue.. " ..27	Oregon.....Wed.. " ..28
Columbia..Fri.. " ..30	

Right is reserved to change steamers or sailing days

RAIL DIVISION.

Transfer steamer connecting with Atlantic Express leaves Ash street wharf, Portland, daily, at 9 p. m.

Pacific Express arrives at Portland daily at 6.35 p. m.

Transfer steamer connecting with Portland, Walla Walla, Dayton and Pendleton Express, leaves Ash street wharf, Portland, daily, (except Sunday), at 7.30 a. m. Returning, arrives at Portland at 6.30 p. m.

Main Line Passenger Trains run daily, connecting at Wallula Junction for Points on Northern Pacific Railroad.

Through Sleeping Cars between Portland and St. Paul.

MIDDLE COLUMBIA RIVER DIVISION.

DAILY, EXCEPT SUNDAY.

Boat leaves Portland for Dalles at 7 A. M.
Boat arrives at Portland from Dalles at 5 P. M.

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 May 13, 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.

Local Ticket Office—Foot of Ash Street.

General Offices—Cor. Front and D Sts.

C. H. PRESCOTT,

Manager. JOHN MUIR,

A. L. STOKES, Superintendent of Traffic.

A. L. MAXWELL, Asst. Supt. of Traffic.

E. P. ROGERS, Ticket Agent, Portland.

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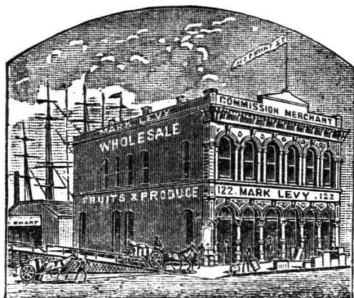
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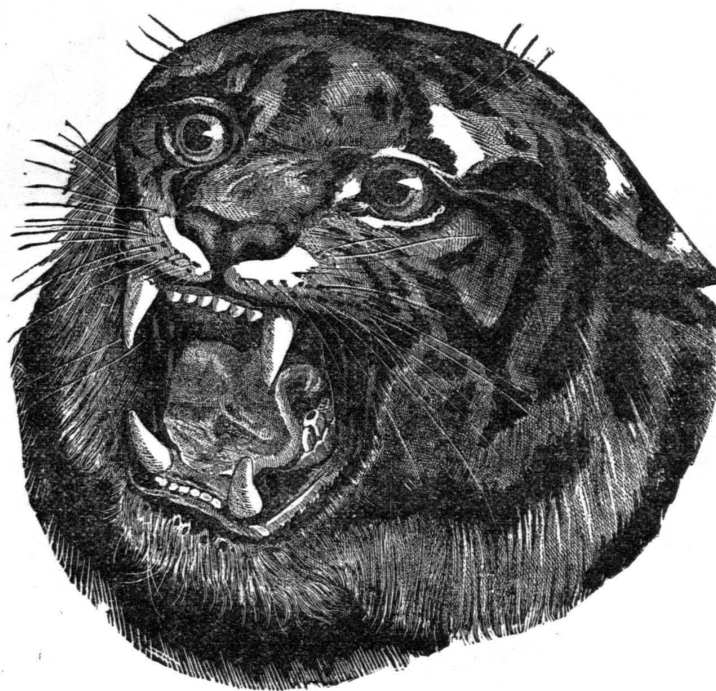
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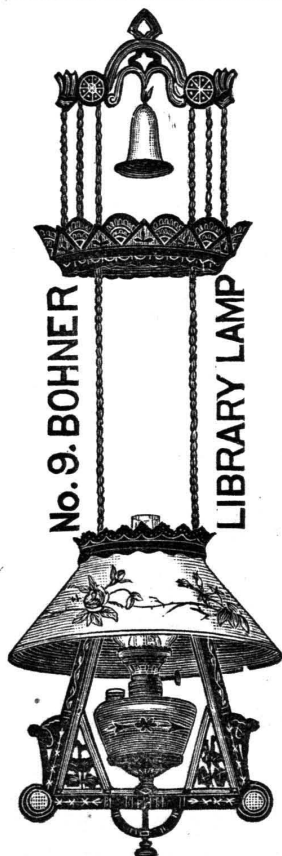
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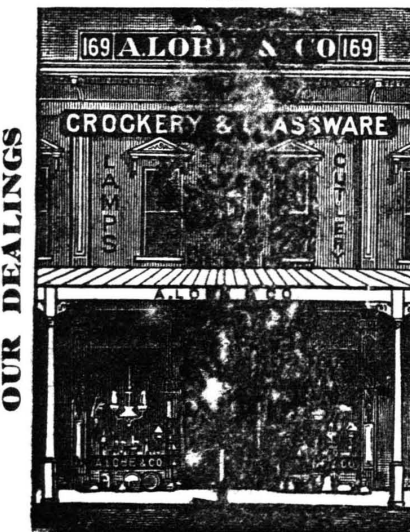
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