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ADVICES from Mr. Newton H. Chittenden, received on the 2d of June, are to the effect that he had just returned to Skidgate from a canoe voyage of thirty days. The second of his letters on Queen Charlotte Islands will appear in the July number of THE WEST SHORE, embracing his observations during that period.

WHY are there more fires in "hard times" than in seasons of general prosperity? This is a question which the insurance companies and business men whose property is endangered by these fires of obscure origin would be glad to have satisfactorily answered. A proper solution of the mystery would be of great assistance in devising an adequate remedy.

SEVERAL measures of great importance to the West, and, in fact, the whole material interests of the country, have been compelled to take a back seat while the representatives of the two great parties in Congress have devoted their salaried time for six months to "holding each other level." Questions vital to the nation's prosperity are made to play second fiddle to political jobbery. We are a progressive people; but if such a policy is continued our progression will resemble that of the modest crawfish.

THE Oregon & California Railroad appears to have at last recognized the value of Southern Oregon as a fruit producing region and the magnitude to which that industry can be developed under proper conditions. The most important of these conditions is a low freight tariff, so adjusted as to offer equal, or nearly so, facilities for reaching the Portland market, and thus the markets of the whole Northwest, to the fruit growers of quite an extended region of country, irrespective of their relative distance from this city. The available fruit region lies contiguous to the road a distance of 150 miles along its

line, and the best interests of the fruit industry, and consequently of the company itself, require that the producer at the extreme southern end of that district be enabled to reach the market with his product at a cost but slightly greater, if at all, than his competitor 150 miles further north. In this way only can that great industry be developed to the enormous proportions it can be made to assume. Much has been said about compelling railroads to base their tariff entirely upon distance, every extra mile traveled to cost so many extra cents per ton; but to insist upon this is to fly to an extreme as productive of as many evils as flow from the present system of discrimination between terminal and intermediate points. To properly foster this growing industry, the fruit raisers of Rogue River Valley should be placed as nearly as possible on an equality with those of the Umpqua, so far as reaching market is concerned. The company has announced a uniform rate of thirty cents per hundred pounds from all points between Roseburg and Ashland, by the car load, and boxes in the knock down, from Portland to all stations south of Harrisburg, for twenty cents. This is certainly a move in the right direction, but it stops short of completeness. The rate should be made to apply to lots less than a car load. In the condition in which the trade now exists, it is seldom that a producer or shipper has a full car load to send at one time, especially of the more valuable and perishable varieties, and he is thus debarred from the advantages offered by the company. The tariff seems to be predicated upon a thriving and extensive business instead upon a budding industry seeking for an opportunity to expand. Special rates should be made for car loads when such shipments become the general rule and not the exception. Until then the small shipments should receive the benefit of the low freights now conceded only to the large ones. The express companies have made a rate on apples, pears, cherries, peaches, grapes and berries of \$1 per hundred between Oakland and Riddle \$1.25 between Glendale and Grant's Pass, and \$1.50 south of that point. This is a great reduction on former express rates, and enables such fruit as requires a quick market to be shipped on favorable terms. The steps taken by the railroad and express companies are exerting a good influence upon the fruit industry of that portion of the State.

ALL persons receiving this number of THE WEST SHORE are invited to become regular subscribers to the magazine. It is the only illustrated publication on the Pacific Coast, and the only one in the world making a specialty of giving original illustrations of the grand scenery of this region and reliable information of its industries and resources. See the published terms at the head of this page.

SEATTLE.

THE City of Seattle occupies a picturesque site on the shore of Elliott Bay, one of the most beautiful and perfect harbors of Puget Sound. By her age, by her commercial and industrial activity, at a season when quietness, and even depression, is prevalent in the Northwest, and by the confidence in her own future, which is indicated by heavy investments of her capitalists in industries and building improvements, in spite of the "dull times" so enervating in less energetic communities, this thriving city has fairly earned the title of "Queen City of the Sound."

Seattle is no fledgeling, springing up under the influence of some railroad excitement; nor has she suddenly leaped into prominence as the county seat of some newly created county, rising quickly from nothing to a certain height, beyond which progression becomes scarcely perceptible. On the contrary, she is a city standing upon a firm foundation, having within herself all the elements of a permanent and rapid growth, depending entirely upon her own resources for prosperity, and attracting, by sheer force of her natural advantages, population and capital from abroad. This in-dwelling strength and self-reliant power was manifested plainly during the dull times that followed the failure of Jay Cooke & Co. in 1873. Other cities relapsed into a torpid state as soon as work was suspended upon the railroad, from which they were only awakened again by the shrill whistle of the construction engine when steam was once more raised in the boilers. Not so with Seattle. All that time she went steadily on working out her own salvation. The number and capacity of her industries were increased; she advanced steadily in population and business; the market value of real estate continued in the ascendant, and the assessed and cash value of property of all kinds largely increased. With such innate vigor, it is not surprising when the new era dawned upon the Northwest that Seattle should take such a prominent rank in the line of progress.

A third of a century has passed since the settlements were made which formed the nucleus about which the present city has gathered. As much that is incorrect has been published in reference to the time and manner of making these initial settlements, the following statement, signed by the surviving members of that pioneer band, all of whom are honored and influential citizens, will be considered both interesting and authoritative:

September 16, 1851—Henry Van Assalt, Jacob Mapel, Samuel Mapel and L. M. Collins selected claims on Duwamish River, and moved there on the 25th from Collins' old claim on the Nesqually.

September 25 or 26—John N. Low, Lee Terry and David T. Denny reached Alki Point, and Low and Terry located claims. On the 28th Terry and Denny laid the foundation for a house, Low having returned for his family.

November 5—Schooner *Exact*, Captain Folger, sailed from Portland for Puget Sound and Queen Charlotte Islands, with a party of settlers for the Sound and gold miners for the Islands. She reached Alki Point November 13, and landed J. N. Low, William N. Bell, C. D. Boren and A. A. Denny and their families.

February 15, 1852—Bell, Boren and A. A. Denny located claims on the east side of Elliott Bay, extending north from what is now the head of Commercial street to Bell's present northern boundary.

March 31—Dr. D. S. Maynard reached Alki Point, and Bell and Denny moved their southern boundary north to give him room for a claim.

April 3—Bell, Boren's family and Maynard moved on to their claims before the return of Boren and D. T. Denny, leaving A. A. Denny and family sick at Alki until a house could be built for them on their claim.

In October, 1852, H. L. Yesler arrived from Portland, and claims were reduced so as to give him room for a claim, including the site for a sawmill, the first steam mill on the Sound.

May 23, 1853—First plat of Seattle was filed for record by C. D. Boren and A. A. Denny. Subsequently, on the same day, another plat was filed by Maynard.

In the winter of 1852-3 J. J. Flett arrived, and after extensive explorations built a mill at Apr' on Cove. It was removed to Port Madison in 1854.

In the spring of 1853 Captain William Renton came to Alki and built a mill, which was removed to Port Orchard early in 1854.

In April, 1853, Thomas Mercer and Dexter Horton arrived, and Mercer settled where he now lives.

In December, 1852, A. A. and D. T. Denny discovered and explored Salmon Bay, previously unknown.

(Signed) HENRY VAN ASSALT,
W. N. BELL,
H. L. YESLER,

DAVID T. DENNY,
C. D. BOREN,
A. A. DENNY.

Interesting as it would be to trace the history of Seattle from this infant settlement through the changing years to the sturdy city of to-day, that pleasant task must be left to the historian, while we speak of topics possessing more than an antiquarian interest. The Seattle of the present, in the vigor of her growth, and possessing a knowledge of, and trust in, her illimitable resources, is a subject of deeper interest to the busy world of commerce. It is of this the capitalist, mechanic, merchant and manufacturer would learn.

Strangers in Seattle always express a surprise that in this region, apparently so new, where vast stretches of country remain yet unclaimed, and where they have traveled for miles without observing the evidences of occupation, they should suddenly be ushered into a city so populous and exhibiting such signs of great prosperity. A brief study of her industries and resources invariably results in the feeling of surprise giving way to one of enthusiasm and confidence in the bright future in store for the Queen City.

The most striking feature of the city, and the one most indicative of its prosperity, is the great number of large and handsome business blocks, brick structures, that in size and ornamental appearance compare favorably with those to be found in much larger and older cities. These, with the immense stocks of goods displayed in the salesrooms, give the city a decidedly metropolitan air. A glance at our illustrations will show the character of these buildings, while upon the accompanying view of the town can be seen what a large area they cover. Some of these have but just been completed, while work upon many others is still in progress. In fact, it may be said that Seattle is exhibiting greater building industry during the present year than any other city in the Pacific Northwest, Portland not excepted. Not only is a greater number of residences in process of erection, but more and costlier business blocks and quasi public buildings. Fully one thousand houses were erected in 1883, at an aggregate expense of \$700,000, while \$100,000 were expended upon water works, \$150,000 upon coal bunkers, \$250,000 upon street and sidewalk improvements. The Puget Sound National Bank building, the most elegant on the Coast outside of San Francisco, will cost \$100,000 when completed. The cost of constructing the Yesler-Leary block, with the large addition now being built, will be \$120,000, and \$28,000 were expended upon Schwabacher's building. Equally expensive buildings are now in course of construction—one of

them a magnificent opera house, to cost upwards of \$100,000. An elegant building is now being erected by the Safe Deposit Company, at an expense of \$75,000. It stands on Front street, at the corner of Cherry, and will be ready for occupation by the 1st of January. The basement will be devoted to safe deposit uses, being entered through the interior of the room above, occupied by the Merchants' National Bank, thus avoiding the publicity and hazard of a street entrance. No expense has been spared in the construction of the vault to ensure its safety under all circumstances. It will be supplied with several hundred steel safes, fitted with locks of most improved construction, and which can be opened by owners alone. Hall's Safe and Lock Company, of Cincinnati, have the contract for making the vault and safes—a guarantee that everything will be done for security that skill and money can produce. Attached to the vault will be spacious and well lighted parlors, where patrons may examine their deposits at leisure and without interruption. The face of this building will be of San Jose pressed brick and stone. The room devoted to the use of the Merchants' National Bank will be fitted up in the most tasteful manner. Many other substantial brick structures are being erected, taking the place of frame buildings which were built at a time when it was impossible to procure a sufficient quantity of brick. Dearth of proper building materials has been a serious inconvenience, but that time is happily now past, and the frame structures are now rapidly disappearing before the onward march of brick. To look at the row after row of these solid brick blocks, one would scarcely think that two years ago their sites were occupied by cheap frame edifices or were vacant, yet such is the fact, and two years more will witness a still greater change in this respect.

In the number and value of her manufacturing enterprises Seattle stands pre-eminent in the Territory, and this is one of the greatest elements of her prosperity. The majority of these, as is the case universally in the cities and towns of Puget Sound, are engaged in utilizing the wealth of timber that covers the whole face of the country from the Cascades to the Pacific. This magnificent body of timber, which is the admiration of lumbermen, is the one resource of the many in this region which is being extensively developed. It is unnecessary to describe these dense forests whose fame has become widespread. There are, according to the estimate of timber men, 160,000,000,000 feet of standing timber in the Puget Sound region, and the mills cut last year about 500,000,000 feet. At this rate it would take 320 years to exhaust the supply; and though the amount cut increases annually there is timber enough for many years to come. The character of this great inland sea, stretching out its arms in all directions, is such as to give this vast forest a frontage upon the water for many hundreds of miles, facilitating the handling of logs, which are made up into rafts and towed to any desired point on the Sound. This peculiarity renders it unnecessary that the mill should be near the logging camp, since the distance towed is of slight consequence. It is better to have the lumber pro-

duced near a great shipping point or extensive local market. These considerations are at work to make of Seattle the best point for the location of sawmills, since her shipping facilities are unrivaled, and the enormous local demand creates an active market. A brief statement of the character and product of the leading industries will show how extensive and important they are.

The sawmill and sash and door factory of McDonald & Reitze employs twenty men. The mill alone has a daily capacity of 22,000 feet of lumber and 20,000 shingles. In 1883, besides what was used by themselves in filling large building contracts, 1,000,000 feet of lumber, 5,000,000 shingles and \$3,000 worth of sash and doors were sold in the local market.

The mill of Stetson & Post cut 14,000,000 feet of lumber in 1883. In and about their large mill and the sash and door factory 117 men are employed, and sixty men in the logging camps. Their labor pay roll was \$72,000. During the year they built the tug *Queen City* for towing logs and freighting supplies to the logging camps.

The sawmill of the Columbia & Puget Sound Railroad Company had last year a daily capacity of 20,000 feet, and gave employment to twenty-one men. In the sash and door factory connected with it fourteen men were employed. To take the place of this mill a new one, with a capacity of 60,000 feet, has been constructed by the Oregon Improvement Company, having a large wood-working factory in the second story.

The mill belonging to H. L. Yesler and John Anderson cuts 20,000 feet of lumber per day. The firm employs forty-five men in the mill and yard, and sixteen in the sash and door factory. The total cut in 1883 was 7,000,000 feet of rough lumber.

A mill owned by the Seattle Lumber and Commercial Company cut 13,000,000 feet of lumber in 1883, and has a cutting capacity in ten hours of 35,000 feet. The company's pay roll amounted to \$75,000, employment being given to eighty men. A large quantity of sash, doors, moldings, etc., were turned out at this mill, twenty-five men being employed in this branch of the business. The mill also produces 10,000 laths daily.

The Michigan Mill Company was incorporated late in the spring of 1883, and built a mill having a daily capacity of 30,000 feet. Twenty-five men were carried on the pay roll. A sash and door department has been added this spring, and with a doubling of the cutting capacity will largely increase the product of the mill the present year.

The plant of the Western Mill Company consists of a sawmill, with a daily capacity of 35,000 feet of lumber and 12,000 laths, and a sash and door factory, located in the second story of the building. The monthly pay roll of the company is about \$2,500.

A mill, with a capacity of 10,000 feet, was erected in 1883 by G. C. Phinney on Lake Washington. Like the majority of the mills, this one furnishes lumber chiefly for buildings in the vicinity where the mill is located.

The shingle mill of Meriwether & Fredericks pro-

duced 40,000 cedar shingles per day in 1883, which will be greatly increased the present year by the enlarged capacity of the mill.

A sawmill recently erected on Lake Union, where much building is being done, and several others in various parts of the city, will make the lumber product of the present year far exceed that of 1883. The fact that the immense product of these mills is used mainly in the construction of buildings in the city, shows to what a great extent building operations have been, and are, carried on there.

There are other wood-working industries, some of them quite extensive, which contribute to the prosperity of the city. The manufacture of furniture from the various kinds of hard and soft wood growing about Puget Sound is an industry rapidly assuming large proportions. The Washington Furniture Company employed fifteen men in 1883 in the manufacture of furniture of all descriptions. An enlargement of the capacity of the factory will increase its product the present year. Messrs. Newell & Preston have a mill cutting 10,000 feet of hardwood lumber daily, and a large chair factory, whose product reaches the home and San Francisco markets. The Hall & Paulson Furniture Company has a mill cutting hardwood for a large factory which is engaged in the manufacture of furniture of all descriptions. The pay roll of the company carries about seventy-five men and amounts to some \$4,000 per month.

Another branch of this industry is the barrel factory of the Mattulath Manufacturing Company, which covers about five acres of ground, all of it enclosed and nearly all roofed over. During 1883 the company's pay roll averaged 125 names and \$8,500 wages. There were produced 2,500 sugar barrels and 500 beef or fish barrels daily. The bulk of this product was shipped to San Francisco, though about 10,000 barrels per month were used at the lime kilns on San Juan and adjacent islands. The company had on hand at the beginning of the present year 10,000,000 feet of logs, chiefly cottonwood, of which the majority of barrels are made.

Machine shops and iron works have become quite an extensive industry in Seattle. There are several establishments which employ a large number of men, and produce many thousands of dollars worth of machinery and other forms of manufactured iron. The Washington Iron Works employed fifty men in 1883, and melted 1,000 tons of iron. The machine shops attached to the foundry turned out three mill engines, eight steamboat engines and one logging locomotive, besides doing a great quantity of general and miscellaneous work. The Puget Iron Works gave employment to twenty-six men in their foundry and machine shops in 1883, and turned out eight large engines, several logging cars, a sawmill, sixty hop stoves, fifteen hop furnaces and a large amount of custom work. The Industrial Iron Works employ five men and make a specialty of engines. The Railroad Machine Shops have ten men on the pay roll, and give their attention chiefly to repairing for the railroad and steamboats.

The establishments enumerated by no means represent all the industries of the city. There are a large number

of smaller factories of various kinds, whose total product is considerable, and which, in the aggregate, give employment to a great number of men. There is scarcely a branch of manufacturing which is at all adapted to the conditions and resources of the Puget Sound region which will not find Seattle a superior location. This is what has drawn so many to the city, has so largely increased their number and product within the past two years, and will in the future induce other and more considerable ones to establish themselves. The business men have always conducted themselves in a liberal and public-spirited manner. Instead of holding out inducements to capital for the purpose of making all they can out of the new-comer, they recognize the fact that the welfare of the city requires them to aid and encourage new enterprises to make a successful beginning and become firmly established. This is one of the secrets of the continued prosperity of Seattle, regardless of the condition of surrounding cities.

There is an industry which is at present unrepresented, but which, when a railroad across the Cascades is constructed, will surely become an important one, and that is the manufacture of flour. With an abundance of coal mined in proximity to the city, and the harbor full of vessels of the grain fleet, great milling interests must inevitably spring up. The shipments of grain and flour at this point must assume great proportions.

Shipbuilding is an industry for which Seattle is peculiarly adapted. Its frontage of deep water, unruffled by tempests, its abundance of all the materials of wood, iron and coal, the unrivaled spars and masts which the adjacent forests will supply, all combine to render this unexcelled for the advantages it offers to shipbuilders. There has never been an extensive shipyard on the Sound, though at Seattle quite a number of vessels, chiefly schooners and steamboats for local traffic and the lumber trade, have been constructed. The following table gives the status of this industry on Puget Sound during the past four years, the greater number being built at Seattle:

Year.	Steamers.	Sailing Vessels.	Tons.	Value.
1880.....	8	7	2,164.86	\$220,800
1881.....	7	12	3,592.08	262,900
1882.....	4	7	3,886.32	290,000
1883.....	18	12	3,946.00	417,000

Two beautiful fresh water lakes, lying north and west, towards which the city is rapidly spreading, are destined to play an important part in the shipbuilding industry. A bill is before Congress granting the right of way for a canal to connect these two lakes with the Sound. This canal will undoubtedly be constructed, and will be followed by the location of an immense shipyard and dry dock on Lake Washington. There is not in the world a place possessing greater advantages for a naval yard, nor one so easily defended, and before many years this fact will be so thoroughly impressed upon Congress that a shipyard will be located there. Without waiting for this, however, private enterprise will make of this the greatest shipbuilding point on the Pacific Coast.

The mind naturally gravitates from the question of the construction of vessels to the use of them, and here,

also, Seattle maintains her queenly position. There are engaged in the inland traffic of Puget Sound seventy-four steamers, with a registered capacity of 7,735 tons, the majority of which make Seattle their headquarters, where, in fact, about one-half of them were built, many of the remainder being brought from a distance. These steamers ply between Seattle and the various ports up and down the Sound, each one of these routes being a feeder to the business of the city. There are also many sailing vessels engaged in the Sound trade or running to various coast and foreign ports. The whole commerce of the Sound has a direct influence upon the growth of the metropolis, and as it is impossible to give separate statistics of the city, those of the Custom House at Port Townsend are presented. From these it appears that the foreign arrivals in 1883 consisted of 587 American and 32 foreign vessels; departures, 587 American and 50 foreign. Including foreign and domestic trade it is estimated that 2,000 vessels passed through Admiralty Inlet. Foreign exports amounted to \$1,601,147, the greater portion of which was lumber in its various forms. Coastwise shipments are estimated at \$8,500,000, an excess of \$800,000 over those of the previous year. Of these lumber and coal were the leading articles. Much freight is received and forwarded by the steamers which ply between the Sound ports and San Francisco, fully one-half of which belongs to Seattle, the other half being divided between Blakeley, Port Townsend, Tacoma, Olympia and other ports.

There is one factor, not now present, which must be taken into consideration in estimating the future commerce of the city, and that is the Asiatic trade. That much of the trade of the Orient will soon be diverted from San Francisco to Puget Sound is plainly evident. The great Northern Pacific desires the handling of this traffic, as does the Union Pacific by its new route, the Oregon Short Line, and they will take the necessary steps to secure it. Lines of large ocean steamers will soon be placed on the route between the Sound and the leading ports of Asia, and a new avenue of commerce will be opened up. The benefits which will accrue to the Queen City from this large through traffic will be very great. When to this are added the enormous shipments of grain, flour and other products of the Inland Empire east of the mountains, only waiting for the completion of the road across the Cascades, it will be seen what gigantic proportions the commerce of Seattle must assume within a few years.

The agricultural resources of the country tributary to Seattle are far more extensive than is generally supposed. Little of this is seen by travelers who arrive by steamer and depart in the same manner. The county of King contains some 170,000 acres of agricultural land in its present stage of development, the remainder being hilly and mountainous and covered with dense forests of fir, spruce, hemlock and cedar. In the future, no doubt, much more of this will be classed as agricultural land than at present. These cultivable lands consist of tide marshes and the bottom lands of the Snoqualmie, Cedar,

Green and White rivers and their tributaries. These produce large crops of grain, hay, vegetables and fruit, and are not surpassed for dairying purposes in the Territory. Much attention has been paid to hops, and large quantities of them have been raised on White and Green rivers the past few years. This industry has been so extremely profitable, especially in the season of 1882, that the past two years the acreage has been more than doubled. The largest hop farm in the United States is that of the Seattle Hop Growers' Association. This company has 800 acres on Snoqualmie Prairie, of which 300 are now in hops. About fifty acres will be planted annually until the whole tract is covered with vines. There are also many tracts of agricultural land lying along the Sound for miles which are naturally tributary to Seattle, and whose products reach the city by some of the hundred steamers and sailing craft that ply upon its waters.

One of the greatest elements contributing to build up the metropolis is the great coal field lying along the western base of the Cascade Mountains, which find their natural shipping point at Seattle. It is estimated that the bituminous coal fields of Western Washington cover an area of 1,500 square miles, besides which are vast fields of lignite of a superior quality. A railroad runs from Seattle to Renton and Newcastle, by which the output of the leading mines reaches the city for shipment. Immense coal bunkers have been constructed on the water front, where the coal is stored, and from which it is loaded into the steam colliers employed in the trade between the city and San Francisco. The great bulk of all the coal shipped from the Sound has come from these mines back of Seattle, and was shipped at the metropolis. In 1883 the Renton Company produced 23,598 tons, and the Seattle Company, at Newcastle, 189,901 tons, making a total output of the mines tributary to Seattle 213,499 tons. Of the gross amount two-thirds were shipped to San Francisco, the remainder going to Astoria, Portland and other local markets. Fully 20,000 tons found a sale in the home market and at Olympia, Port Townsend and other Sound ports, the principal consumers being the numerous steamers plying between Seattle and various points along the Sound. From 1871, when coal shipments in quantity first began at Seattle, to the beginning of the present year, 1,240,465 tons have been sent from that port, of which 130,000 came from the Renton mines and 1,110,000 from those at Newcastle. This is fully two-thirds the entire shipment from the Sound up to that date, the output of mines at Bellingham, Puyallup, Seateco and other points aggregating about 500,000 tons. The estimated output of mines tributary to Seattle during the present year is 273,499 tons, allowing to the mines of Renton and Newcastle the same product as last year. The increase is the estimated product of two new mines—the Black Diamond and those of the Oregon Improvement Company—which will have railroad connection with Seattle over the road just constructed up Green River, and connecting the city with the Northern Pacific system at Puyallup. The coal mining industry in this region is

destined to be an enormous one. Under the expanding influence of capital the mines are being rapidly developed, and in this, as in other things, Seattle leads the van.

In this connection a word should be spoken of the company most interested in the development of these mines. A short time since the *Post-Intelligencer* remarked: "About three years ago the Oregon Improvement Company came into possession of the mining, railroad and other property belonging to the Seattle & Walla Walla Railroad Company. Since that time the business as handled by the new management has witnessed an increase almost beyond belief. It is not too much to say that the Oregon Improvement Company has been more instrumental than any other agency in bringing about the marvelous growth and prosperity of Seattle. This statement will not be surprising to those of our citizens who remember what our water front was three or four years ago, and compare its then condition with the present splendid array of docks, warehouses and coal bunkers, remembering that all these structures were erected by the Oregon Improvement Company, or by the Columbia & Puget Sound Railroad, which it owns and controls." The gross earnings of this company for the year ending November 30, 1883, were \$4,089,356, and the net earnings \$1,346,862. The company has other property in Oregon and Washington, but its Seattle holdings are by far the most productive and valuable.

One of the most important factors in the future development of Seattle is its railroad interests. The narrow gauge road of the Columbia & Puget Sound Railroad Company, which was projected to run from Seattle to the Columbia River and Portland, was constructed to the coal fields at Renton and Newcastle some ten years ago. This is now controlled by the Oregon Improvement Company, of which Mr. Elijah Smith was recently chosen president. Last year construction was begun upon a railroad running south from the city to a connection with the Pacific Division of the Northern Pacific, and this line is now almost ready to be put in operation, and will, it is announced, be operated by the Oregon Improvement Company. This will render Seattle the practical terminus of that great transcontinental road and all connecting lines, being the farthest point reached by rail on Puget Sound, and the nearest and most accessible harbor to the entrance of that great inland sea reached by railroad from the East. The advantages it possesses in this respect will be vastly increased when a road is constructed across the Cascade Mountains to Eastern Washington and a connection with the Northern Pacific and the whole railroad system of that region. The interchange of commodities—merchandise, coal, iron, lumber, fish, etc., for wheat, wool, beef and the other products of the great Inland Empire—will of itself build up a large city at Seattle; while the construction of such a road will settle definitely the position of the city as the great commercial port of Puget Sound and metropolis of Washington Territory. If this road is not speedily built by the Northern Pacific—and twenty-five miles have been built westward from Ainsworth, while locating surveys have been ordered

for twenty-five miles more on either end—then the citizens of Seattle, aided by those living along the route and the capitalists of Walla Walla, will take hold of the matter and see that the road is built. They stand ready to do this whenever the way is opened for them to do so. Another railroad project is the Puget Sound Shore Railroad, to run from Seattle down the eastern shore of the Sound to Bellingham Bay. There it will meet the line of the Bellingham Bay & British Columbia road, upon which construction has already been commenced, by which it will be placed in connection with the Canadian Pacific. The commanding position Seattle will occupy both as the leading railroad and seaport town will more fully establish her position as the Queen City of the Sound.

In respect to the value of property and the financial condition of the city, much that is interesting may be said. Real estate has steadily advanced in value, and the transfers have been large, though it can by no means be said that the sale of real estate is the leading industry of the people. They do not invite strangers to locate there simply for the purpose of selling them town lots. There is, however, an active market for real estate. Town property is purchased for business and residence purposes by new-comers, while large purchases are made for investment. The rapid and substantial growth of the city has rendered all such investments highly profitable, and there is no reason to suppose that they will not be equally so in the future. The city is spreading out with wonderful rapidity, adding greatly to the value of outlying property, much of which was laid off in additions last year, sold and built upon. There were recorded during 1883 2,570 separate transfers of property and fifty-nine additions to the city. The estimated consideration was \$4,000,000, the largest transaction during the year amounting to \$85,000. The increase in the value of property is best indicated by the city assessment roll. In 1881 the total value of city property as returned by the assessor was \$1,600,000. In 1882 this advanced to \$3,958,720, in 1883 to \$5,685,575, and in 1884 to \$8,932,045. This only includes property lying within the corporate limits, though a large proportion of the actually occupied area of the city lies beyond them. The rate of tax in 1883 was but seven mills, the city revenue from all sources amounting to \$39,788.41.

One element which adds to the value of property is the improvement of the streets. During last year \$250,000 were expended upon improvements of this character. Ten miles of streets were graded and twenty miles of sidewalk laid. These improvements are being continued. Upon a complete system of water works \$100,000 were expended, and twice that sum will be paid out in the same direction the present year. The system of gas and electric lights will also be extended, and preparations are being made for introducing much-needed lines of street railway.

One of the most important questions asked by strangers is in regard to the condition of society and the educational advantages offered by the city. Seattle has been

settled by an intelligent and enterprising class of people. They have surrounded themselves with all the luxuries and conveniences of life, have built elegant and costly residences, have beautified their lawns, and in every way sought to elevate the social and moral condition of the city. Especially have they devoted much time and money to the cause of education. The largest public school building in the Territory was completed last year, and two others are in course of construction, the three costing \$100,000. This gives the city school facilities adequate for the rapidly growing population for several years to come. This will be supplemented by the erection of other buildings as soon as they are required. Seattle has never evinced that dilatory spirit which delays the erection of new edifices until the progress of education is blocked by the overcrowding of the old ones. These schools are thoroughly graded, are conducted by experienced educators, and are all working harmoniously upon a thorough system. There are also a number of private institutions of merit, such as the Trinity Parish School (Episcopal), Sisters' Academy of the Holy Name (Catholic), St. Xavier's school for boys (Catholic), business college, kindergarten, etc. The Yesler College is an institution for boys, endowed by Henry L. Yesler. The Sarah B. Yesler Academy for girls has been endowed by that lady and will soon be organized. Here is located the Territorial University, upon a ten-acre tract donated by Mr. A. A. Denny. The edifice is imposing and occupies a beautiful and commanding site. Its standing as an institution of learning is high. The university has never received the consideration it should at the hands of the Legislature, but that body will no doubt in the future pursue a more wise and liberal policy. The Young Naturalists, an organization of young men for the study of Nature in her various material forms, is an outgrowth of the high standard of education. A valuable cabinet and museum are among the properties of the club. There are several religious denominations possessing houses of worship, and though none of them are costly structures, they are all extremely neat and attractive. The denominations represented are Episcopal, Methodist Episcopal, Protestant Methodist, Free Methodist, Congregational, Christian, Presbyterian, Baptist, Scandinavian Lutheran and Roman Catholic. The Young Men's Christian Association maintains a free reading room, where all are welcomed.

The press, universally admitted as one of the greatest educators of the people, and as reflecting in their standing and character the social and intellectual condition of the community, is fully and ably represented. In enterprise and appearance the newspapers of Seattle have few equals in cities of the same size in the United States. The daily and weekly *Post-Intelligencer*, *Chronicle* and *Evening Herald* are the leading papers of the Territory, and on the Coast rank second only to the great dailies of Portland and San Francisco. They are enterprising and ably conducted dailies, all of them issuing a large weekly edition. The *Star* is a sparkling Sunday literary paper, neat in typography and interesting in contents.

There are also the *Mirror*, an attractive temperance journal, and a German newspaper called the *Tribuene*.

The present population of Seattle is a matter of estimation. That it exceeds 10,000 souls is evident. During the year 1882 it increased from 4,500 to 6,000, and in 1883 to more than 9,000, and it is confidently expected that by January 1, 1885, fully 13,000 people will be found living within the limits of the Queen City. The additions to the city's population consist chiefly of a class of people who are financially able to purchase property and build homes. This is evident from the scores of houses going up in all directions, to be occupied by the builders. Many of these are persons with capital to invest in local industries, while others are mechanics who, with the accumulated earnings of years, have come West from the overcrowded cities of the East to build a home for their families, where labor is rewarded and a way open for their children to make a start in life.

The climate of the Puget Sound country is an agreeable one. In summer bright, sunny weather predominates, without excessive heat at any time, and with cool, comfortable nights at all seasons of the year. Instead of snow and ice during the winter months, or, as there denominated, the "rainy season," there is a mingling of sunshine and rain, with a temperature seldom below the freezing point. The proportion is about two days of cloudy and rainy weather to one of clear and bright from November till April. The rainfall in 1883 was 34.85 inches, though the average for the preceding six years was about 50 inches. The average temperature was 51 degrees, the highest being 84 degrees, in July, and the lowest 12 above zero, in January. The average during those two months was 62½ degrees and 39¾ degrees. The only drawback is the rain, to so much of which new-comers generally are unused; but since this amounts simply to an inconvenience and not to a positive discomfort, as do the hot summers and cold winters of the East, they quickly become acclimated and the feeling of newness disappears.

For beauty of location and surroundings Seattle has few equals in the world. Lying at the head of Elliott Bay, it stretches along and around that beautiful sheet of water on both sides, the hills rising, but not too abruptly, from the water's edge, and affording a splendid view of the bay from nearly every portion of the city. Across this calm expanse, above the masts of vessels and the smoke of constantly passing steamers, the eye catches the blue-tinted mountains which lie between the Sound and the ocean, above whose dense forests the white peaks of the Olympic Range rise in a long serrated ridge. On the south the hoary dome of Mount Rainier towers grandly above the foothills and lesser peaks of the Cascade Mountains, while to the north Mount Baker lifts his white crown and needle-pointed peaks above the intervening hills. The scenery of Puget Sound is noted for its beauty, and at no other point can so much of it that is grand and inspiring be seen as at the city on Elliott Bay.

Four miles from the bay and directly east of the city, so near, in fact, that a continuous line of residences has

almost reached it, lies Lake Washington, a beautiful sheet of clear, sparkling water, twenty-five miles in length and from two to five miles wide. Giant forests hem it in and fringe its pebbly shores, while snow-topped peaks look down upon it from the summits of the neighboring mountains. There is not in the whole West a more beautiful spot nor one more attractive as a summer resort. A few years later, when Seattle has expanded and grown in strength and population, her wealthier citizens will seek the banks of this beautiful lake to build their palatial homes. Across the lake, on the east side, many families have settled upon fertile tracts of bottom lands, where fruit, berries and vegetables yield abundantly. Between the north end of the lake and the Sound lies Lake Union, three miles long and from one-fourth to one-half a mile in width. A small stream connects the two lakes, and a company has been formed to construct a ship canal from the Sound to Lake Washington by way of this smaller lake and the connecting stream. This will not only give access to the great lake to vessels of every class, with the consequent advantages to the various marine industries, but will drain a large body of marshy land and add that much to the cultivable area tributary to the city. This is one of the most important projects now in contemplation, and is only delayed by the usual dilatory action of Congress. The surveyed and platted limits of the city already touch both of these lakes.

The hotels of Seattle are superior in all their accommodations. This combines with the fact that the city is the converging point of all steamers plying on the Sound, and therefore the natural and most convenient starting place for any and all points along that great "Mediterranean of America," to render the Queen City the rendezvous of travelers and all who desire to spend a few days in enjoying the beautiful scenery and invigorating climate. Both as a place of residence and a halting place for tourists, Seattle will increase rapidly in favor, and in the future, as in the past, no one will have aught but words of praise to speak of the "Queen City of Puget Sound."

TOO MUCH LAND "CLAIMED."

WHERE can I find vacant land? is the first question asked by our immigrants. We have been asked the above question, and we have been ashamed to be compelled to say that, although a large part of the country is still wild prairie, somebody pretends to claim "everything in sight." The old settlers are a little too greedy in trying to hold so much land. It would be far better if our laws were such that no one could hold over 160 acres of land. To make land valuable, to make our schools what they should be, and to elevate the condition of our society, requires a settler on every quarter section of land. Men are every day seen looking for a home, but there is no use of their coming this way, for we do not believe there is a foot of vacant land within ten miles of Palouse City. But we know of a great many quarter sections of land not occupied, not cultivated, not paid for—just "claimed."—*Palouse Boomerang.*

CLARKE'S FORK MINES.

THE effort to secure the right of way through the National Park for a railroad to the Clarke's Fork mines, in Montana, is attracting much notice to that region. The Billings *Herald* contains the following letter from W. F. Stone, a gentleman thoroughly competent to express an opinion: "Since my recent return from Cooke City to Billings I have been asked a great many questions in regard to Cooke, its advantages, location, etc., and the country surrounding it. In order to give a general reply to these inquiries I enclose the following brief sketch: The New World mining district is located in the southeastern portion of Gallatin County, the National Park forming its southern boundary. The Clarke's Fork and Stillwater rivers find their source near the center of the district now developed. The minerals found there, so far, are gold, silver, copper, lead and molybdenite. There are some placer diggings, but they have never been thoroughly prospected. The gold quartz is almost universally free milling, and some is quite rich. The silver, in which this district abounds, is mostly galena, and it is found in large quantities. Some mines with scarcely any work done, such as the Daisy, show a vein of 60 feet of ore, assaying from 50 to 500 ounces in silver, with traces of gold. Most of the galena ores are smelting. The district abounds in lead and iron and everything necessary for flux. A great many experts think that concentrators will be used successfully, as we have an abundance of wood and water. The camp (Cooke) last year numbered about fifteen shacks; now we have over 200 buildings, some of which would be a credit to any of our Western towns. There are two smelters in operation, with a combined capacity of at least seventy-five tons per day, two sawmills, a planing mill, a bank, a blacksmith shop, three general stores, a clothing store and seven saloons. Between 300 and 400 people wintered there. A good school will be in operation by the 1st of June. The district has not been prospected ten miles from Cooke, and not very thoroughly within that distance, and for all those who are looking for a chance to invest, I do not know of a more desirable locality in the Northwest. We are almost sure to have a railroad by the beginning of next November. We have demonstrated beyond a doubt that the winter is the season in which to mine, freight and perform all such labor—in fact, for everything but prospecting. It is difficult to describe so rich and extensive a mining camp in one letter, but I may condense the matter by saying that, in my opinion, it bids fair to eclipse any mineral district in the United States."

THE assessed value of property in the new county of Skagit, Washington Territory, is \$885,000. This county was cut off from the southern end of Whatcom in December last, and it is indicative of the remarkable growth of that region that this valuation is \$171,000 in excess of that of the whole county of Whatcom prior to the division. Some 250 land claims have been filed in Skagit county this spring.

TOO MUCH OF A GOOD THING.

THE rapidity with which cattle are being shipped into Montana this spring is truly alarming. Every paper from the Mississippi to the Rocky Mountains is teeming with items concerning it. The live stock world seems to have awakened all at once to the knowledge of the existence of our Territory and its facilities for stock growing, and every capitalist is seeking to engage in the business. And instead of using good business judgment and buying on the range, they seek to save money in their investment by buying in the States. The result of this movement will be that the business will in all probability get a very black eye next winter. Pilgrim cattle that are accustomed to standing around a hay stack in the States are not calculated to stand our winters and rustle for themselves, and the loss in winter will unavoidably be great. The mortality of pilgrim stock last winter was more than three times that of our natives, and the same will in all probability be the case next winter, notwithstanding they are being shipped earlier and will be in better fix before cold weather sets in. Then the rushing in of so much stock is bound to overtax our ranges, and this will also increase the probabilities of loss. A few unwise journals have advertised that there are plenty of unoccupied ranges in Montana and have gotten up quite a stampede upon this fabrication. But the truth is the unoccupied ranges of Montana are very limited and are dry and remote from the mountains. The shipping in of 25,000 cattle from Wisconsin and Minnesota, 25,000 from Iowa, and the driving and shipping of 25,000 from Texas, will more than stock these unoccupied regions. But we have no assurance that these unoccupied ranges will alone be sought. Herds will in all probability be brought in and turned out upon our ranges that have been fed for ten years. We noticed only recently that there were 9,000 Texas steers in Wyoming en route for the Musselshell, a region in which every meadow of consequence is occupied by a sheep ranch, and upon which there are already innumerable herds. Our position in this matter is for the interest and welfare of the industry. We want to see Montana produce every pound of beef possible and its ranges grazed to their full capacity, but we don't want to see the very life of the industry imperiled by overstocking ranges.—*Husbandman.*

ONE of the best managed and accommodating transportation companies on the coast is the Canadian Pacific Navigation Company, whose steamers run from Victoria to various points in British Columbia. Mr. John Irving, the manager, is a gentleman who not only understands the needs of his company, but fully appreciates the wants of the traveling public. The boats of the company are large and possess excellent accommodations for passengers. A trip up Fraser River on one of these steamers is not excelled even by a sail on the world-famous Columbia. The scenery is both beautiful and imposing. Every route upon which the boats run is calculated to impress the most earnest business man with the idea that his journey is but a pleasure excursion.

GOVERNMENT LAND IN KITTITAS COUNTY.

THE Kittitas *Localizer* thus speaks of the vacant land in that region: "The question is often asked, Is there any Government land to be had in Kittitas County? We can say yes; plenty of it yet in the Teanaway Valley. We would judge there are about 45,000 acres of good surveyed land and about 60,000 of unsurveyed, all lying in the beautiful valley west of Kittitas and east of the Snoqualmie Pass, known as the Teanaway country. A wagon road, which runs through this valley, is being constructed over the Cascade Range to Seattle, which brings us within 100 miles of that city—one of the best seaports in America; also the Cascade branch of the Northern Pacific Railroad is surveyed through this valley to the Sound. This valley is unsurpassed for growing grain, grass and all kinds of vegetables, plenty of good timber, excellent water, with abundance of fish, and is destined to be one of the best valleys in Washington Territory for fruit growing of all kinds. It is surrounded by the Cascade Mountains, which protect it from the severe winds. Snow falls on approach of cold weather in the winter and stays on the ground until cold weather is past in the spring, which keeps trees from starting out in bloom until all danger from frost is past. As soon as the snow is gone all Nature is clothed in a garb of green, interspersed with a hundred varieties of wild flowers. The ground does not freeze here during winter, consequently all hardy kinds of vegetables live in the ground all winter and come out in a growing condition in the spring."

VACANT LAND IN LAKE COUNTY.

A CORRESPONDENT writes the *Lakeview Examiner* as follows: "As it may be of some interest to your immigration society to know the extent of the public land that is vacant on this side of the valley, I will give you a short sketch. There are at least 25,000 acres of Government land vacant between Thomas Creek, Cottonwood, Drew's Creek and Dry Creek. It is covered with black and white sage brush, and is easy to get in cultivation. As a general rule, two men with a good team and sulky plow can clear three acres a day, ready to put the seed in, and in better shape than by the old method of grubbing the sage brush. The plow tears the roots out, and all there is to do is to burn brush, roots and all, as the plow turns them out. The land will compare favorably with any in the State, yielding from twenty-five to seventy-five bushels of small grain to the acre. Timber is handy and easy of access.

EXCEEDINGLY desirable lots in Seattle, the "Queen City of the Sound," can be purchased of Eshelman, Llewellyn & Co., leading real estate dealers of that city. These lots are 25x125 feet, and are the same spoken of in their advertisement in another page, in which the size is incorrectly stated at 20x125 feet.

On the 29th of May the Board of Directors of the Northern Pacific authorized the letting of contracts on the second section of twenty-five miles of the Cascade division leading east from Tacoma.

EDUCATION IN PIONEER DAYS.

LOOKING back to the early days of Oregon I recall one fact worthy of note. Coming over an almost untraversed region, and traveling by the slow process of ox teams mostly, and encumbered with only the absolute necessities for the route and a very meagre supply for present need after arrival, it is not to be wondered at if not many books were brought. The missionaries and others who came by the "Horn" and the "Islands" were more fortunate, for they could box up and bring what could not be hauled over the "Plains." Well do I remember the first stove shipped direct from the New England home, arriving some time after the owner did, who came overland. It cost him only \$8 for transporting that luxury. And a luxury it was. But I digress.

Like the pioneers of Pennsylvania, the founders of society in Oregon made use of the means within reach, and laid deep and well the foundations for as good an education for all as could at that time be had. The Willamette University at Salem was started. Common schools came in as soon as possible, and all were anxious to have the rising generation obtain knowledge sufficient for all ordinary duties. The *Oregon Spectator* did a good work through its columns. George Abernethy, the proprietor, issued an edition of Webster's Elementary Spelling Book in 1846 or 1847. This helped along the good work very much. And these few recollections show the wishes of the early settlers. Labor was then fifty cents a day, payable in wheat, then selling at fifty cents a bushel. This wheat was to be delivered at the landing, which meant where "batteaux" could take it to mill or market. The school teacher received orders on some store or took his pay in wheat. The writer had an agreement with the lamented Dr. Whitman to go to his home at Wailatpu, in the fall of 1847, and teach school for \$14 Vancouver orders or \$16 McKinlay orders.

Thus did our builders lay a good foundation. What a superstructure has been reared! Oregon and Washington can offer opportunity for as complete an education at this time as any portion of our newer settled regions. Our State and our Territorial universities, and our young but flourishing colleges, are worthy to receive full endowments, and to be put on such a basis as will make them worthy the patronage of our rapidly growing population. We are not ashamed of the building which has been done upon the foundation laid by the pioneers.

CARLOS W. SHANE.

LAST year the semi-weekly *East Oregonian* of Pendleton, Oregon, issued a Fourth of July number of the paper, upon which the Stars and Stripes were tinted in red and blue. It received much favorable notice from the press throughout the Union. This year a mammoth number will be issued, ornamented in the same manner. The edition will be 5,000 copies. It will contain matter of general interest, stories, sketches, etc., and carefully prepared descriptions of the counties and towns of Eastern Oregon. It will be a splendid publication to send away to friends. Price, 25 cents per copy, or five for \$1.

ALASKAN EXPLORATIONS.

A LETTER from Dr. Willis B. Everette, who recently left Vancouver for an exploring tour into the interior of Alaska, thus speaks of his experiences after leaving the mild atmosphere of the coast: "I went up Lynn Channel from Juneau, and was four days and nights in an open boat. What a weird looking country! All mountains and glaciers and snow-covered peaks. I am sketching some of the glaciers and scenery to be exhibited on my return. Imagine yourself at the foot of an immense wall of solid ice, 130 feet high, six miles wide, and extending back into the interior 150 miles. In places the glacier narrows down to one mile in width, but the mouth is over six miles wide. There are crevices in this solid body of ice in which a plummet let down 4,000 feet touches no bottom. Specimens of gigantic algæ, or seaweed, will be sent by the next steamer." He expects to pass beyond the limits of communication about the 1st of July and plunge into the untrodden interior. His report will be an interesting one.

A steamer has been built in San Francisco by private parties to be employed in exploring the great Yukon. She has a screw propeller and is brig-rigged, and is about 250 tons burthen. She is under the command of J. Hardy, late mate of the bark *Alden Bess*, and will carry as passengers the four owners of the craft and two others. Among the owners are the Schieffelin Brothers, who last year spent so much money in prospecting Alaska, and reported the minerals rich but the season too short for successful mining. This new venture seems to indicate that such was not their true opinion.

PICTURES.

DON'T purchase a picture in a hurry. They stand alone. A dozen other articles of adornment or use may be put aside, thrust into quiet corners, draped with this or that, or even entirely hidden. A picture once put on the wall is a decorative landmark. It asserts itself loudly and perseveringly. Whatever you miss seeing in a room, you never miss the pictures. The first golden rule of the picture buyer is not to buy a daub. Daubs which are cheap are generally so hideous. They have also the ill-gotten and most annoying merit of putting all other tasteful and quiet arrangements of a room out of harmony. One bad thunder and lightning, red and blue and yellow nightmare, on canvas, will do more to make a room look hideous than any other article on the premises. What you buy let it be good. A single fair engraving of some famous picture, an autotype, or a chromo-lithograph from the works of an acknowledged master, will do more to beautify your parlor or bedroom than a dozen muddled, ill-colored, ill-drawn transcripts—so called—of local or other scenery.

"That's not what I meant," responded the professor. "In ancient days knowledge was confined to a few learned men, but nowadays almost every donkey knows as much as a professor." The students looked at each other, nodded, and whispered, "That's so."

THE TEMPLE OF BAALBEC.

THE ruins of the ancient City of Baalbec, situated on the plain, forty-three miles northwest of Damascus, are the wonder of modern architects. The massive walls of the temple are thus described by Dr. H. M. Field in a letter to the *Evangelist*: Everything is colossal. The area is larger than that of the temple at Jerusalem. We may begin with the walls, which are half a mile around, and of such height and depth as are rarely attained in the most tremendous fortress. When from within I climbed to the top it made me giddy to look over the perilous edge to the depth below, and when from without the walls I looked up at them they rose high in air. Some of the stones seem as if they must have been reared in place, not by Titans, but by the gods. There are nine stones thirty feet long and ten feet thick, which is larger than the foundation stones of the temple at Jerusalem, dating from the time of Solomon, or any blocks in the great pyramid. But even these are pigmies compared with the three giants of the western wall—sixty-two, sixty-three and a half and sixty-four feet long! These are said to be the largest stones ever used in any construction. They weigh hundreds of tons, and instead of being merely hewn out of a quarry which might have been on the site, and left to lie where they were before, they have been lifted nineteen feet from the ground and there imbedded in the wall! Never was there such cyclopean architecture. How such enormous masses could be moved is a problem with modern engineers. Sir Charles Wilson, whom I met in Jerusalem, is at this moment in Baalbec. Standing in the grounds of the temple, he tells me that in the British Museum there is an ancient tablet which reveals the way in which such stones were moved. The mechanics were very simple. Rollers were put under them, and they were drawn up inclined planes by sheer human muscle—the united strength of great numbers of men. In the rude design on the tablet the whole scene is pictured to the eye. There are the battalions of men, hundreds to a single roller, with the taskmasters standing over them, lash in hand, which was freely applied to make them pull together, and the king sitting on high to give the signal for this putting forth of human strength *en masse*, as if an army were moving to battle. A battle it was in the waste of human life which it caused. These temples of Baalbec must have been a whole generation in building, and have consumed the population of a province and the wealth of an empire.

CANE AND PARASOL RACK.

THESE pretty, convenient racks are intended for either the dressing room or hall, and should be hung upon the wall as a receptacle for canes and sun umbrellas or parasols. The foundation is made of thin board, which can be cut by a carpenter. It is to be shaped with three large scallops at the top, gradually tapering the sides toward the bottom, where it is finished with three smaller scallops. The piece of board should then be covered smoothly with black leather and fastened with small

tacks all round the edge of the wood. It will be necessary to slightly slash the edges of the leather, to make it fit smoothly over the wood. Two pockets of the same black leather are then tacked on, the edges finished with a very narrow gimp, held in place with small sized tacks. Before fastening the pockets to the back, the bottom pieces should be sewed in, first binding the edges of these semi-circles and the lower edges of the pockets. Then overhand the edges of the pockets and semi-circles together and tack to the back, as directed. Finish with gimp round the outside edges, also through the division in the pockets. The tops of the pockets should also be bound with gimp. At the top of the rack, in what may be termed the corners of the scallops at each side, two small screw rings should be securely fastened, by which to hang it against the wall. The rack is now ready for its decorations. Golden rod and purple asters form a pretty design, which can be easily painted, and contrast well with the dark leather.

WATER FROM EUCALYPTUS ROOTS.

IN many parts of Australia, where water is scarce, the natives formerly procured it from the roots of the eucalyptus and a few other trees. The tree most preferred throws out numerous lateral roots, which lie at a depth of from six to twelve inches below the surface. The native, having ascertained by means of prodding with a pointed stick or spear the position of some of the roots, removes the superincumbent soil with his wooden shovel for twenty or thirty feet, and cutting the root off at each end lifts it out of the trench and cuts it up into lengths of about eighteen inches or two feet, knocks off the bark, and stands the several portions on end in some receptacle to contain the water. As soon as these pieces are placed on end the water commences to drip, and when the whole of the root or roots are cut up and placed on end, the native, beginning at the first placed, puts the end in his mouth, and by a vigorous puff expels the remaining water. The water is beautifully clear, cool and free from any unpleasant taste or smell.

COUNTRY AND CITY LIFE.

IF the boys who are brought up in the country understood their advantages surely they would not throng to the city. The chances for wealth are as great, practically, in the country as in the city, and the expenses of living and the risks of disaster much less. The competitions of city life and the struggles to get hold of business and salaried work are fearful. No man should come to the city unless he knows what he is going to do, or has money enough in his hands to take care of himself until he gets a living position or becomes satisfied that he cannot get one. Even to-day, with the evidences of renewed prosperity all around us, there are probably ten applications on file for every desirable place, and no man living here could help a friend to a place unless he could create one. And as far as social advantages are concerned, what is there in the city that can compensate for the pure pleasures of country scenery and country life?

KITTITAS COUNTY, W. T.

IN 1883 the Territorial Legislature divided the large county of Yakima, and of the northern portion formed the county of Kittitas. The new county lies very near the geographical center of the Territory, three-fourths of it being north of the forty-sixth parallel. On the north the Wenatchee River forms its boundary line; on the west the great Columbia flows between it and the great bunch grass plateau known as the "Big Bend Country;" Yakima County lies to the south; and on the west it meets the counties of King and Pierce on the summit ridge of the Cascade Mountains. Its area of 3,600 square miles presents a surface generally mountainous and rugged, interspersed with well-watered and fertile valleys in the north and west, sinking toward the southeast into beautiful rolling hills and broad stretches of grassy plain. The nutritious bunch grass, the "stockman's friend," covers the plains and hills and throws its picket line far up the sloping sides of the mountains.

Naturally the leading industry was stock raising for many years after the first settlement of the country. The majority of those who engaged in this business now constitute the wealthiest citizens of the county. Twenty years ago this great industry began, and it is only ten years since the great fertility of the soil induced many settlers to engage in farming. The soil is peculiarly adapted to the growth of cereals. Wheat averages from thirty to thirty-five bushels to the acre in the Kittitas Valley, barley forty, and oats from forty-five to fifty. This yield is maintained year after year. Drought is unknown, the irrigating ditches that rim the valley in all directions supplying a ceaseless flow of pure water from the numerous mountain streams. Vegetables grow abundantly and of large size, while all kinds of berries thrive.

The principal valley is that of Kittitas, about thirty-five miles long and ten wide. Through it runs the Yakima River in a southeasterly direction. On the east side of the stream, and near the center of the valley, lies Ellensburg, the county seat, a thriving town of 500 inhabitants. It was founded many years ago by Hon. John Shandy, now representing Kittitas and Yakima counties in the Territorial Legislature. With his family he settled there and built a trading post, about which the town has gradually gathered. It contains quite a number of large buildings, nearly every kind of business being represented. There are four large general stores of merchandise, three hotels, a bank, three blacksmith shops, three drug stores, two saddlery shops, one millinery store, and several feed stables, restaurants, bakery, etc. Two weekly papers are published, and the people enjoy the advantages of a daily mail and connection by stage line with Yakima and points beyond to the Columbia and the railroad. A school house, which cost \$2,500, is one of the institutions of the town. Preparations are being made to found an academy, to be conducted under the auspices of the Presbyterian denomination. Two church organizations exist, and for one an edifice is in course of construction. Five grist mills and the same number of sawmills are located at various points in the

valley, which supply flour and lumber to Yakima and Kittitas counties, and even across the Columbia to the Big Bend.

The altitude of Ellensburg is 1,500 feet above the sea level. The winter weather is clear and cold, the thermometer in extreme seasons reaching 30 degrees below zero. This is seldom, however, and the usual winter weather is sunny and bracing. Snow occasionally falls to the depth of two feet, but soon succumbs to the melting breath of the Chinook wind, which does not neglect Kittitas in its travels inland. The most disagreeable feature of the climate are the strong winds of spring and summer, but to these one quickly becomes accustomed. Taken as a whole, the climate is an agreeable one, the summers being pleasant and not too warm, and the winter clear and invigorating, without extended periods of cold weather.

Wenatchee Valley, lying along the northern boundary of the county, has a much lower altitude than Kittitas, and is better adapted to fruit culture. Miller & Freer, the pioneers of Wenatchee, have long kept a trading post at the mouth of that stream, and possess an orchard that yields fruit in abundance. This finds a ready market at good prices across the mountains in Ellensburg, and in the Wenatchee Valley itself. The valley is as yet thinly settled, and good homes may be found here by industrious men upon Government land. Many of the settlers are setting out small orchards and vineyards, and the luscious peaches, grapes and apples of the Wenatchee will find a more extended market throughout that portion of the Territory.

About twenty miles from Ellensburg is Swauk Creek, a considerable mountain stream discharging into the Yakima. Here are a number of settlements nestling in the little valleys along its course, and some five miles up the stream from where it is first approached by the road from Ellensburg are the Swauk placer mines. The coarse gold of these mines is their distinguishing feature. Lumps and nuggets are found ranging from one dollar to seven hundred. Considerable gold has been taken out, but the diggings are deep and the gold irregularly distributed, rendering it difficult to follow the lead. The mines are worked by a few white men and a number of Chinamen. Several quartz ledges of much promise have been discovered and are being prospected. A mill has been erected. Fifteen miles further into the mountains are the well-known quartz mines of Peshastin and Nigger creeks, which were first worked in 1861 and abandoned in the stampede for the mines of Idaho. Of late years several rich veins of ore have been worked by arastras, and the Schaffer mine has a six-stamp mill running on good rock. This mine has been developed without the aid of outside capital, and has been to unusual expense in making roads and bringing in machinery.

Directly westward from the Swauk settlements are to be found many homes on the plateaus and slopes bordering the Teanaway, and still further west in the valley of the upper Yakima. Here is a large area of cultivable

land which is being rapidly settled upon. It rises in benches from the stream and is thinly sprinkled with pine and fir, the altitude being about 1,600 feet above the sea. The soil is rich and deep and general farm products thrive. Many orchards are being planted, though its special adaptability to fruit has yet to be demonstrated. The winters are not severe, though 25 degrees below zero is occasionally experienced. Snow lies on the ground from November till March, completely protecting it from frost. This valley is fifteen miles in length, and lies twenty-five miles west of Ellensburg and 100 east of Seattle. The Snoqualmie wagon road runs through its whole length, also the most desirable of the several routes surveyed across the mountains for the Cascades Division of the Northern Pacific.

Northwesterly from the upper Yakima valley, and sixty miles from Ellensburg, have recently been discovered some promising quartz ledges. But little prospecting has been done, though the assays show the quartz to be rich in gold, silver and copper. Great confidence is felt in the extent and richness of these ledges, and work will be prosecuted upon them vigorously this season. Coal croppings have been discovered over a considerable extent of country lying between the Teanaway and Clellum, but the extent and quality of the deposits have not been ascertained. There are several large mountain lakes on the eastern slope of the Cascades, well stocked with fish. They will soon attract the sportsman, and their beauty will draw in later years those who flee in summer from the heat and bustle of the city to the pure air and grand scenery of the mountains.

The great disadvantage Ellensburg and Kittitas County labor under is the distance from market and a point where many needed things must be procured. The broken surface renders the construction of roads a matter of great expense, and no navigable streams exist within the county. Priest Rapids, on the Columbia, is the nearest shipping point. Machinery and freight have to be hauled 160 miles, and stock is driven the same distance to market, or across the Snoqualmie Pass 120 miles to Seattle. This is the land of plenty for the consumer in the home market. Barns and bins are full, fat cattle, fine horses, sheep and swine are increasing rapidly, and there is no adequate outlet for the surplus. How quickly this will change when a railroad is constructed across the Cascades! Upon this the hopes of the people are centered. It is the one thing needed by that growing region. The citizens of Kittitas and Seattle have combined to build a wagon road across the Cascades from Ellensburg to Seattle, following the Snoqualmie Pass. Considerable work has been done on both ends of the road, and a mail route has already been established. This will be of great benefit to both parties to the project, but can in no considerable degree supply the want of a railroad.

ISABELLA MASTERSON.

"JOHN," said the teacher, "I'm very sorry to have to punish you." "Then don't; I'll let you off this time," responded John.

NOTES OF THE NORTHWEST.

A pleasure steamer will soon be running on Flathead Lake, Montana.

Telegraph communication has been opened between Belknap and the Cœur d'Alene mines.

A new town in the Big Bend country is named "Bracken." It is situated at the northern end of Badger Mountain, and its site is well chosen.

This year Walla Walla appears as a hop producer. Twenty-two acres of vines planted last season on the Yellowhawk, a small stream near that city, are in good bearing condition.

The People's Steam Navigation Company has been incorporated in Victoria with a capital stock of \$100,000. It is proposed to put on a line of steamers between Victoria and the mainland.

The Hoquiam & Chehalis Steam Navigation Company has been incorporated, to navigate the Chehalis River in Washington Territory. A light draft steamer will be constructed at Hoquiam.

Arrangements have been made for erecting a large three story brick block upon the burned district in Tacoma. The building will cost \$100,000, and will be one of the finest on the coast.

The Puget Mill Company, at Port Gamble, is one of the leading institutions of Puget Sound. In 1883 the mill cut 41,000,000 feet of lumber, \$,000,000 laths and 2,000,000 pickets, and loaded 77 vessels.

A grist mill, with one run of stones, is being erected in Centralia, W. T. A planing mill was recently built in the same town. At Chehalis W. M. Urquhart has built a store, 28x68 feet, and two stories high.

An analysis of the iron ore recently discovered at Sooke, British Columbia, shows 57 7-10 per cent. of iron. It is believed that when smelted the ore will yield an average of 85 per cent. The ore is abundant and easily accessible.

A railroad from Port Orford to Coquille River is being considered by parties interested in that portion of the coast of Oregon. When developed there is no doubt that the great resources of that region would give such a road good support.

Preparations are being made to sink a shaft for petroleum near Whatcom, W. T. Oil floating on the surface of springs and streams in that region has been observed for some time, and it is now proposed to see where it comes from.

The sawmill of A. M. Holter & Bro., which was destroyed by fire a few weeks ago, has been rebuilt. It has now a capacity of 10,000 feet of lumber and 30,000 shingles per day. The mill is situated on the Missouri River, not far from the Great Falls.

Three large companies of Eastern capitalists have been incorporated to work the Snake River placers.

Many claims have been purchased by them, one bringing \$2,700. The new process introduced for saving fine gold, if a practical success, will create a revolution along Snake River.

Messrs. J. K. Gill & Co., Portland, Or., have just issued a revised edition of their "Complete Dictionary of the Chinook Jargon." It is compiled in two forms, English-Chinook and Chinook-English, and is invaluable to one desiring to become familiar with that universal Indian language.

The Seattle Lumber Company has incorporated and purchased the site for a mammoth sawmill on Eagle Harbor, Puget Sound, about eight miles from Seattle. The company has purchased 10,000 acres timber land, paying therefor \$100,000, and as soon as possible will begin operations on a large scale.

By roads which have been constructed recently, access is given to much desirable land in Pillchuck and Stillaguamish valleys, in Snohomish County, Washington Territory. Thousands of acres of this land are open to settlement, and claims are being taken rapidly. The land has all to be cleared of timber.

A number of families have recently settled in a valley lying along the boundary line between the counties of Mason and Chehalis, Washington Territory. The soil is rich bottom land, covered with alder, maple and other light timber and brush, and is easily cleared. There is yet sufficient land untaken for 300 claims.

The Helena Mining and Reduction Company's works at Wickes daily produce bullion, amalgam, matte and concentrates, valued at \$6,624, all at a cost of \$1,000 per day. This leaves a margin of \$5,624. The \$624 pay for the shipment of the product East, leaving \$5,000 per day, or \$1,800,000 net profit per year—twelve per cent. on \$15,000,000.

On the last trip of the *Idaho* a sawmill was taken to Alaska. The capacity of the mill will be 10,000 feet per day, and it will probably be set up at Juneau, where it will for a time be principally engaged in cutting lumber for a much larger mill to be soon erected there. This effort to develop the timber resources of Alaska will be watched by lumbermen with considerable interest.

There is quite a movement of miners into the Selkirk Mountains, in British Columbia, this spring, along the projected route of the Canadian Pacific Railway. The majority of these are crossing the mountains from Manitoba and Montana. Gold is found in the Selkirk Range from the north bend of the Columbia as far south as Kootenai River, but is most abundant along the Illecillewait and its tributaries.

Montana comes to the front with a new mining excitement. Placers have been discovered in the Bear Paw Mountains, some seventy miles north of Glendive. Over this new find hangs the usual musty tradition of lone prospector and Indian massacre. That, however, is immaterial; the tangible present, the exhibition of yellow dust on the streets of Glendive, has set that city in a

fever, which bids fair to spread its infection throughout the whole Territory.

A few years ago G. Davies opened a small book store in Seattle, and by careful attention to business has built up a large trade, while his personal integrity has won him the esteem of all with whom he has come in contact. He is now in the East purchasing goods, and the firm of G. Davies & Co. will remove from their present confined quarters and open a large book and stationery store in the magnificent opera house now being constructed, as soon as the building is completed.

One hundred filings have been made upon the surveyed townships lying north of Flathead Lake, Montana. Owing to its location, in the direct pathway of the warm western winds, the average temperature is much higher and vegetation is much more forward than at points in the Territory lying further to the south. A steamer on the lake and a regular conveyance from there to the railroad now render this region easy of access. There is much valuable land yet open to occupation.

The Astoria and Coast Transportation Company, which was incorporated in February, is constructing a large steamer at Astoria. She will be 128 feet long, 26½ feet beam and 9½ feet depth of hold, and will cost about \$20,000. She will be schooner rigged and have two compound engines. The carrying capacity between decks will be 200 tons, and she will draw 9½ feet when loaded. It is expected to have her completed early in August, when she will be put on the route between Astoria and Gray's Harbor.

Port Townsend, the port of entry for Puget Sound, lies at the entrance to that magnificent body of water. It is increasing steadily in population and business, and has a number of important manufacturing industries in or tributary to it. Charles Eisenbeis is erecting a fine stone business house and building a \$30,000 sawmill near the city. J. J. Hunt is building a large three story addition to his hotel. It is among the possibilities that Port Townsend will become the terminus of some of our future transcontinental railroads.

It has been announced by the officers of the Southern Oregon Improvement Company that they will construct twenty-five miles of the proposed road from Coos Bay to Roseburg this season. This will take the road from Coos Bay to the Coquille River, tapping the immense timber forests of that region. Machinery for a sawmill, to cut 100,000 feet per day, has been ordered. Two steamers have been purchased in the East, at a cost of about \$200,000, which are now on their way to San Francisco. They will be placed on the route between that city and Coos Bay.

The coal deposits lying along the proposed route of the contemplated road from Helena to Fort Benton, in Montana, are both extensive in quantity and valuable in quality. Several promising mines were opened in the Sand Coulee region the past winter. The Great Falls Coal Company has been incorporated by capitalists of

Fort Benton and Sun River to work the Deep Creek mines in Meagher County. The mines are situated near the mouth of Deep Creek, or Smith River, and not far from the site of the future city at the Great Falls of the Missouri. As an aid to building up a manufacturing city at the falls these extensive coal deposits will be invaluable.

An enterprise of great importance to the City of Olympia has been announced. The discovery of vast beds of a superior quality of coal in Hannaford Valley, Washington Territory, has led to the formation of the Eliot Coal Mining Company, for the purpose of developing the mines. A narrow gauge road leading from them a distance of ten miles, to connect with the O. & C. V. road at Tenino, has been surveyed and will be constructed the coming summer. It is the purpose to make Olympia the shipping point, and to that end coal bunkers will be built there and the harbor facilities greatly improved. When this is accomplished other industries will naturally spring up at Olympia.

In the shipyard of Hall Brothers, at Port Blakeley, a large passenger and freight steamer is being constructed for Foster & Co., of Honolulu. She is 167 feet long, 30 feet beam, 13 feet deep and 650 tons capacity, and is the largest steamer built on Puget Sound. She will be lighted by electricity and will possess all the modern improvements for comfort and safety. She will have twenty staterooms, with accommodations for 100 cabin passengers and 250 in the steerage. It is expected to launch the vessel in July, when she will be taken to San Francisco to receive her machinery and inside fittings. The hull is of wood, copper fastened, and the complete vessel will cost \$75,000. During the past ten years Hall Brothers have built forty-four vessels.

There are unmistakable signs of increasing prosperity visible in Victoria. New houses are going up in such numbers as to render the city's progress quite noticeable. Confidence in the great future before the city is strong among her citizens. She will soon become the terminus of the Island Railway, by which the celebrated coal of Vancouver Island will be brought to the city for shipment and for the use of the many steamers that will seek her harbor. She will probably become the actual seaport terminus of the great Canadian Pacific and enjoy the advantages of the immense commerce which will inevitably enter the harbor of that company. With her beautiful location and superb climate, her business thrift and enterprise, her great resources and commanding location, Victoria must ever remain the metropolis of British Columbia.

Very few people who build a house in which they propose to live, and which, in consequence, they desire to have as perfect and convenient as possible, are aware of the fund of information to be gleaned from an able architectural journal. From the columns of such a paper they will learn much of which they were previously ignorant and of which their architect has neglected or forgotten to inform them—ideas that can easily be incorporated

in their plans. Even after the house is built there are many things which tend to the health or convenience of the household which can be learned in this way. It is a paper such as every house owner should possess. One of the best conducted of this class of journals is the *California Architect and Building News*, published at San Francisco, at \$2 per annum. The value of such a paper to architects and contractors is too well appreciated to require comment.

The Port Blakeley Mill Company employs 450 men, chiefly in the logging camps, 200 head of work oxen and twenty mules. One of these camps puts 40,000 feet of logs in the water daily. The company loaded just 100 vessels in 1883, with cargoes aggregating 49,189,785 feet of lumber. Twenty-eight vessels were loaded during the first four months of the current year. There were shipped, also, 4,423 piles, 622 spars, 700,368,000 laths, 98,254 pickets and 200,700,000 shingles. The daily capacity of the mill is 275,000 feet. The largest day's work was 283,000 feet in a run of eleven and one-half hours. The company owns two steamers and six sailing vessels, and has a large store, with a stock of goods worth \$25,000. A vessel is now being loaded with 250 spars for New York City. This is a good showing for a single firm of the many engaged in lumbering on Puget Sound. Such an industry would be considered a great one anywhere in the world.

War has again been declared by the fishermen of the Coquille River against the swarm of sea lions which infest the mouth of that stream and prey upon the salmon. A large proportion of the fish received by the cannery men bear the marks of having barely escaped the maws of these ravenous pests, and this suggests the enormous quantity which must be consumed by them, since they are the most expert of fishers. Last year many sea lions were killed, but there seems to be no diminution in their numbers. It is now proposed to slaughter them in a systematic manner—male and female, old and young. It is hoped that the destruction of a thousand of them will have the effect of causing the survivors to seek for more tranquil and pleasant fishing grounds. If they are not successful in driving away this amphibious opponent the fishermen have great fears that the salmon will seek some stream where they are less liable to persecution, and thus ruin the fishing industry on the Coquille.

THE Pike's Peak Railway, which will be in operation next year, will be the most notable piece of track in the world. It will mount 2,000 feet higher than the Lima & Oroya Railway, in Peru. It is now in operation to a point over 12,000 feet above the sea level. The entire thirty miles of its length will be a succession of complicated curves and grades, with no piece of straight track longer than 300 feet. The maximum grade will be 316 feet to the mile, and the average grade 270 feet. The line will abound in curves from 500 to 1,000 feet long, in which the radius changes every chain.

THE CŒUR D'ALENE MINES.

THERE is now no question about the richness of the Cœur d'Alene mines, both in placer deposits and quartz ledges bearing gold and silver. Yet the fact still remains true that in January and February, at the time the boomers were spreading far and wide stories of its wonderful richness and of great finds being made daily, there was not a claim being worked in the camp, nor one that had been previously worked to any considerable extent. The ground was covered with snow, and hundreds of deluded "pilgrims" were induced by these false statements to crowd into the mines at a season when nothing whatever could be done, and when the cost of living was enormous. Much financial and physical distress was the result. The fact that the diggings have proved to be good is no justification for the willful misrepresentation indulged in by these unscrupulous boomers, some of whom are unworthy journalists, for the sole purpose of inducing people to flock to the mines, hoping in the temporary business liveliness thus abnormally produced they might gather a few dollars. Such mendacity cannot be too strongly condemned. That, however, is past. The camp is a good one, though not quite so gilt-edged as was represented. Even such being the case, there is nothing to justify a man who has a good business or situation in leaving it to seek the mines, unless he has something special in view. Easily worked placer claims are hard to find, and the old gravel channels lying higher up are beyond the reach of water. There is little for a new man to do but to prospect for quartz, and the experience in all mining camps is that not one in a hundred of quartz locations is developed into a mine. Some very rich free gold quartz has been discovered, and the "tenderfoot" has been as lucky in that respect as the old prospector, yet it is of these exceptional cases of which the newspapers speak in such glowing terms, while ignoring the crowd of unsuccessful and disappointed ones. Capital will find good investments in Cœur d'Alene ledges beyond a doubt, and one or more prosperous camps will grow up there; yet it is none the less true that the poor man who has thoughts of trying his luck in the diggings had better abandon them and stick to his present occupation.

BIG RUSH BOTTOM, LEWIS COUNTY, W. T.

MR. A. W. JOERK, of Fishland, called on us last Tuesday and gave us some items in regard to the Big Rush Bottom, of which so much has been said. We asked Mr. Joerk how far he lived from Tilden, and he replied: "We do not go by miles up there, but by hours. It takes about eighteen hours, or two days' travel, to go from Tilden to where I live. There is no road, only a trail, and that too thick with brush for a horse to go through. A person must make his way by crawling through thickets. I went into the Big Bottom a year ago and took up a claim. There were nine of us started in, but I was the only one that had the "sand" to stay. The bottom is very rich land, and has no large timber on it, vine maple and alder being the principal growth in the timber line. There is one portion of the Bottom that is at least eight miles one way and twenty miles the other. Five years from now the land will be worth at least \$20 an acre. Parties dislike to settle in there owing to the fact that there is no road from Tilden Valley on, thus making it very hard to get in and out. Fish are plentiful in the streams, and finer mountain trout cannot be found. Game is also plentiful, and no one need go without wild meat." Mr. Joerk says that it would be a good idea for the county to cut a trail into the Bottom, which he calls Fishland, owing to the large number of fish in

the streams. He thinks that the best route for the trail is across the ridge between the Cowlitz and Tilden rivers, near a place called Cranberry, and go down the Tilden River from the cranberry swamps to Lovell's.—*Nugget*.

CHRONOLOGY OF EVENTS.

May.

- 1—Announcement of failure of James Keene.
- 2—Extensive forest fires in New York, Pennsylvania, New Jersey and Virginia; Brisbin, Pa., burned, loss over \$1,000,000.
- 4—Steamer *Romano* sunk in Atlantic by collision with steamer *Nevada*; crew and passengers saved.
- 5—French brig *Senorine* sunk by the ice off Banks of Newfoundland; 62 lives lost.
- 6—Marine National Bank of New York and firm of Grant, Ward & Co. suspended....Cyclone at Rock Island and Davenport.... Railroad collision near Chicago; 2 killed and many injured.
- 7—Train thrown from track near Decatur, Ill.; 3 killed and 30 wounded.... News received of collision in Atlantic between steamer *State of Florida* and bark *Pomona* April 18; 135 lost and 47 saved.
- 8—Hon. Judah P. Benjamin died in Paris.
- 10—Statue of Chief Justice Marshall unveiled at Washington.
- 12—Death of Cyrus H. McCormack and Hon. Charles O'Connor.
- 13—Alaska Territorial Bill passed the House.... News received of signing of treaty in Annam between China and France.
- 14—Collision on Baltimore & Ohio road near Collinsville, Pa.; 15 killed or burned to death and 12 wounded.... Great panic in Wall street; several banks and brokers suspended.... Benjamin F. Butler nominated for President by Anti-Monopolist Convention in Chicago.
- 17—Acid works at Yale, B. C., exploded and burned; 1 killed and 5 wounded; loss \$75,000.
- 19—Clarendon Hotel, Portland, burned; loss \$30,000.
- 22—Earthquake at Cyzicus, Asia Minor; 20 killed and much damage done.
- 24—Atlantic Refinery Company's oil works at Philadelphia burned; loss \$600,000.
- 28—Brig *Confederate* wrecked in ice off Newfoundland; 79 on board drifted out to sea.
- 29—Nomination of Benjamin F. Butler indorsed by National Greenback Convention at Indianapolis.... Fire corner First and Yamhill streets, Portland; loss \$40,000.
- 30—Large warehouse in Baltimore fell in, killing several people.... Dynamite explosion in Scotland Yard, London; several injured.... Memorial, or Decoration, Day observed throughout the United States.
- 31—Cloud burst in Colorado drowned 11 people; another near Visalia, Cal., drowned 5 persons, and another in Texas did much damage.

PRACTICING A FRAUD.

For some time Mr. J. B. Garrison, who has a large sewing machine store at No. 167 Third street, has been annoyed and injured by the fraudulent representations of certain peripatetic sewing machine agents, who have been taking advantage of the great reputation of Mr. Garrison's store by claiming to represent him in selling their machines. "Agents" of this character have been operating in various parts of the country, and it comes back to the store so frequently that Mr. Garrison wants the public to distinctly understand that he sends out no canvassers. Should it ever become necessary for him to put out agents he will supply them with an autograph letter certifying to their authority to act for him. If any of these agents make a pretense of selling for Mr. Garrison, or doing repairs to machines of any kind, the people will do well to ask to see the agent's credentials. Mr. Garrison is endeavoring to do business as any other merchant by selling good machines, keeping all kinds, with parts and attachments, needles, etc., and doing substantial repairing. He pushes his business in the legitimate way by advertising and appealing to the intelligence of the people, and when they go to his store they find all the different machines from which to make their own selection, and then he will deliver the machine at any depot free of charge, and will keep it in repair five years. Some cases of peculiar hardship have been developed, in which unscrupulous agents have persuaded women to exchange sewing machines or buy a new one, with the understanding that they could go to Mr. Garrison's store and exchange it for any other kind if they did not like the one taken. Instances have been reported also where repairs have been attempted, and after the agent has departed the machine is found to have been rendered worthless. Any person of intelligence will see at a glance that a machine that is repaired in a well-established shop, where all the tools, machinery and appliances are at hand and the most experienced mechanics are employed, is the place to have the work done.

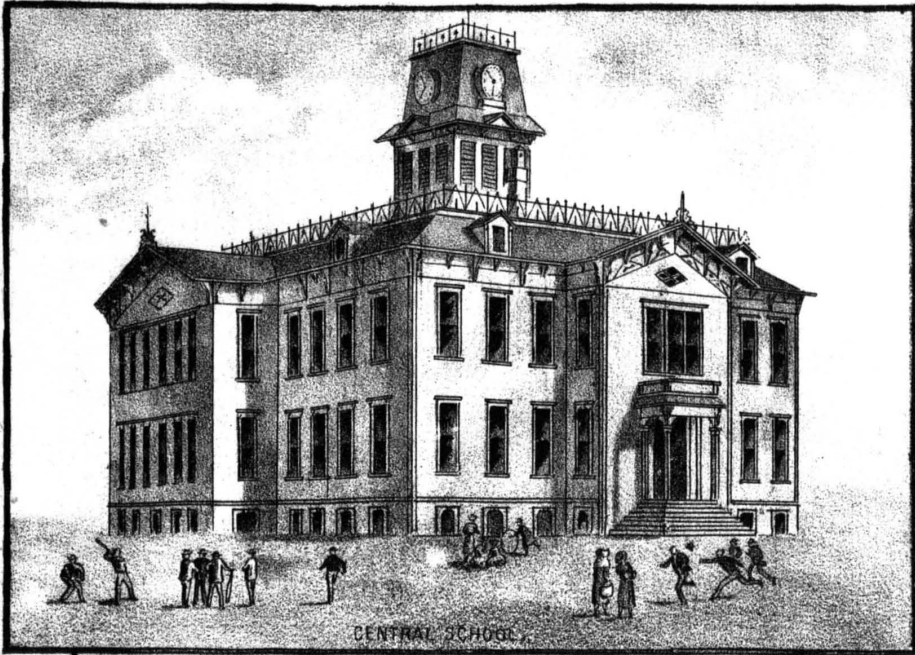
Messrs. Bowen & Daniels, of New Tacoma, W. T., give special attention to the placing of investments for parties living at a distance. There is much inquiry about New Tacoma in every quarter of the Union, and hundreds would invest in property in that city could they do so with confidence, without being compelled to pay it a visit. From all such these gentlemen request correspondence, assuring them that they can make more judicious selections than could the parties themselves were they upon the ground in person. Intimately acquainted with the character and value of all classes of real estate, they are not subject to the confusion and uncertainty which falls to the lot of strangers. They are making such investments daily, with complete satisfaction to their patrons.

Persons who have under consideration the question of making investments in New Tacoma, W. T., or in the vicinity, either in real estate or industrial enterprises, will do well to communicate with Messrs. Traver & Colburn, leading real estate agents of that city. They are fully informed of the cash and speculative value of property and the condition of industries in the Northwest, and solicit correspondence upon the subject. They have listed much valuable city and country property.

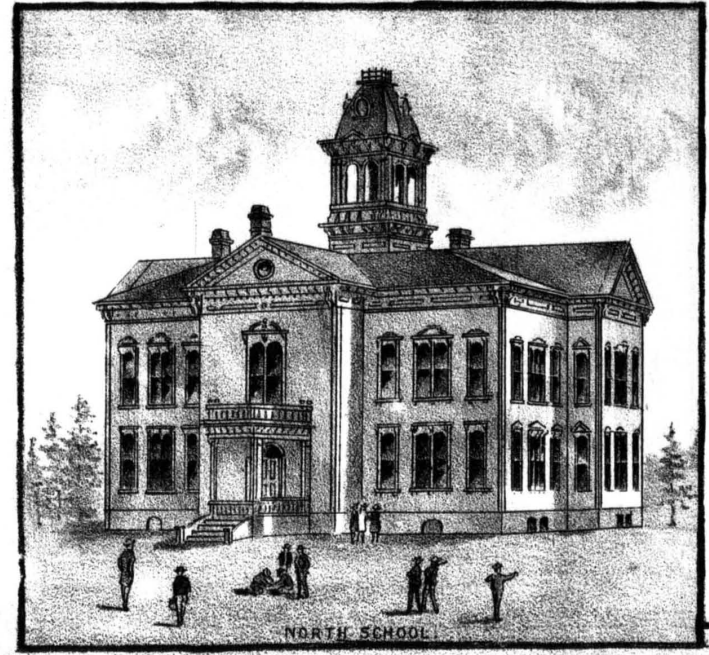
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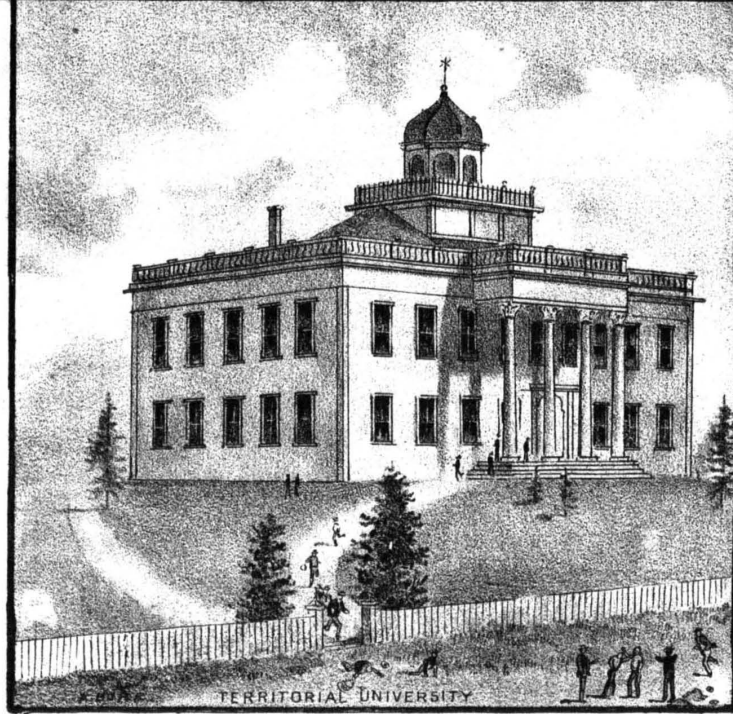
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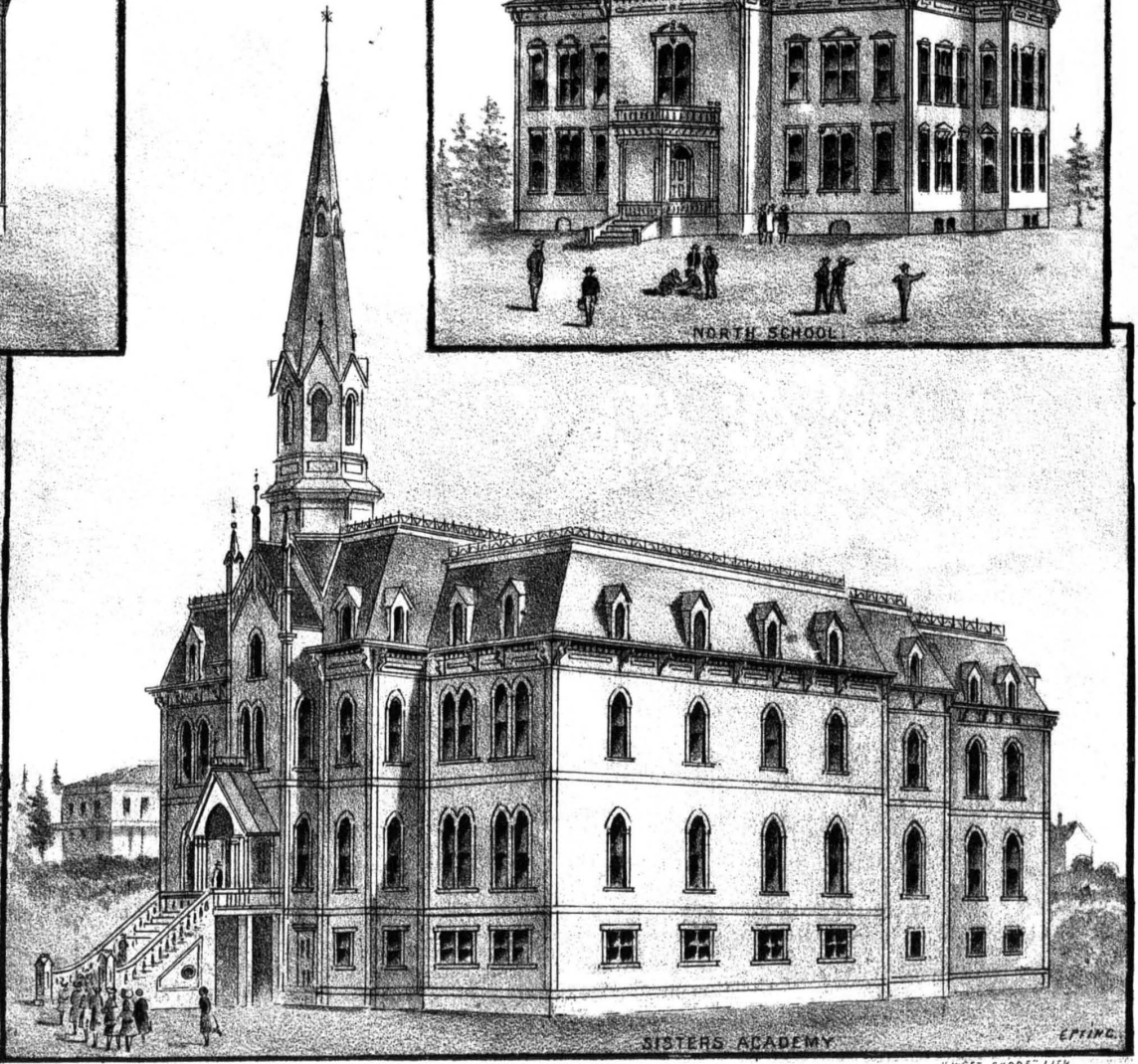
CENTRAL SCHOOL



NORTH SCHOOL



TERRITORIAL UNIVERSITY



SISTERS ACADEMY

SEATTLE W.T.

THE WEST SHORE.

"WEST SHORE" LITH

THE WEST SHORE.

