

ESTABLISHED 1875

October 1887

THIRTEENTH YEAR

# THE WEST SHORE

an Illustrated

Western  
Magazine



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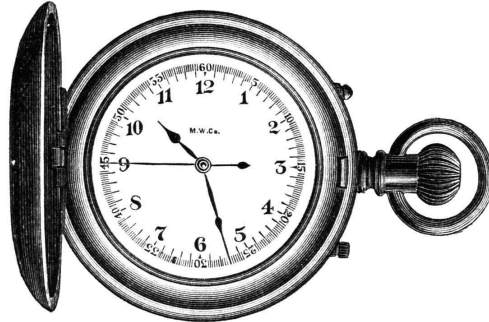
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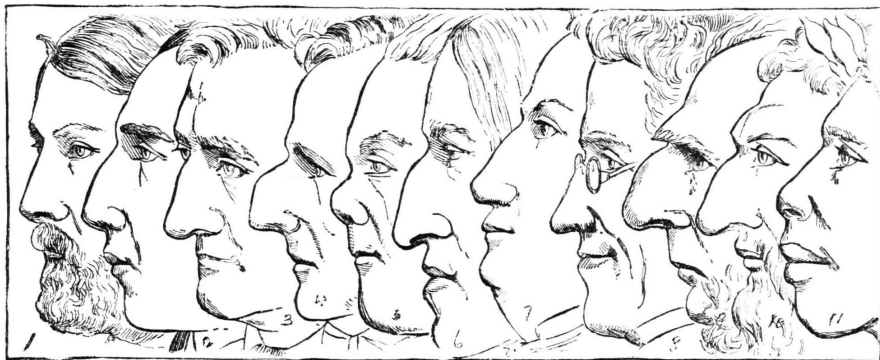
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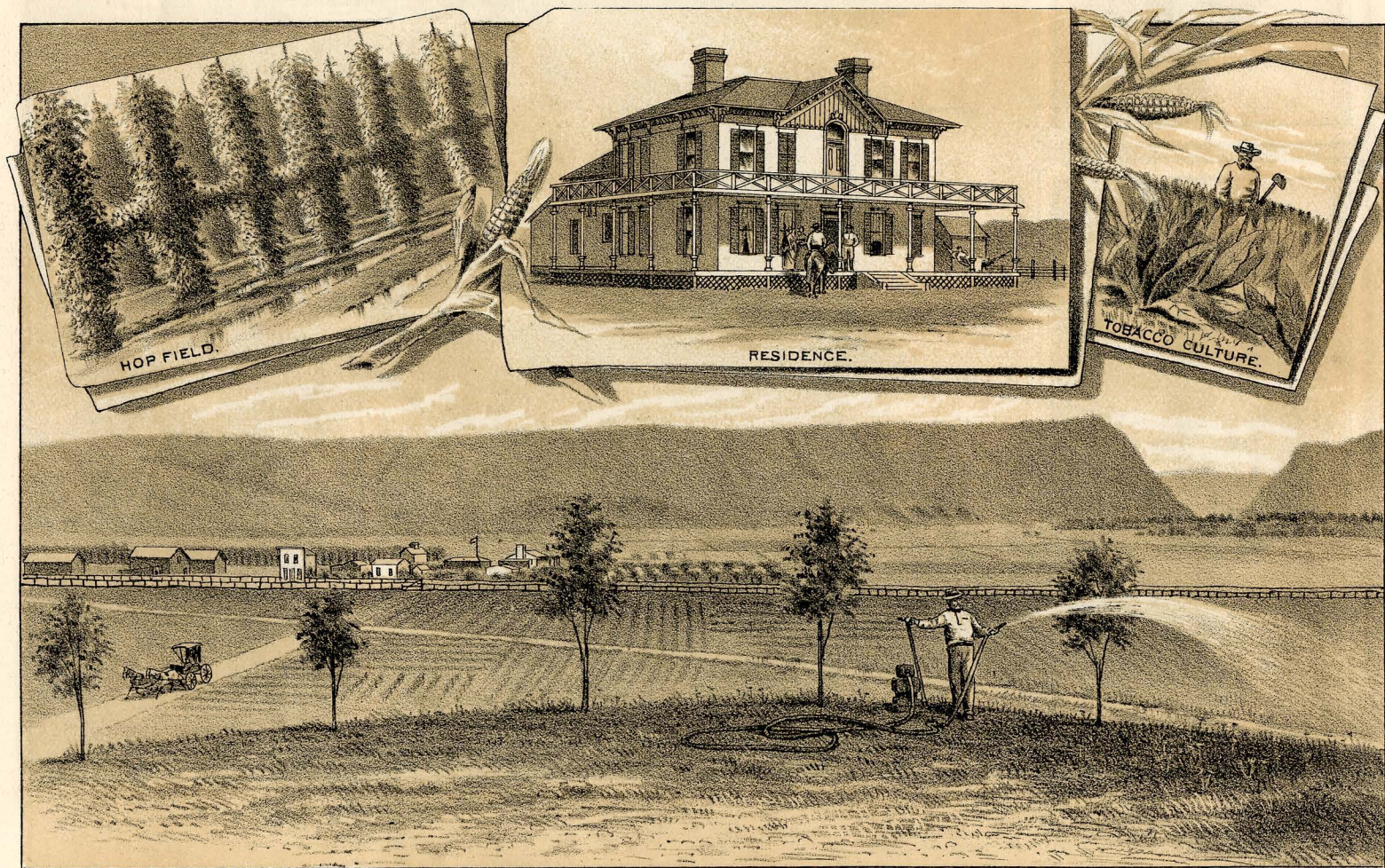
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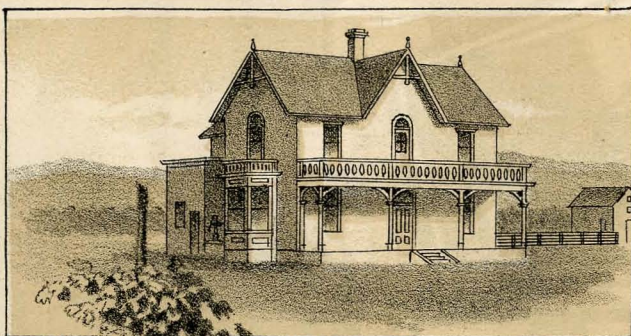
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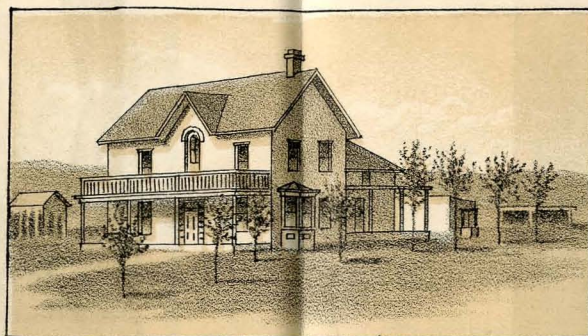
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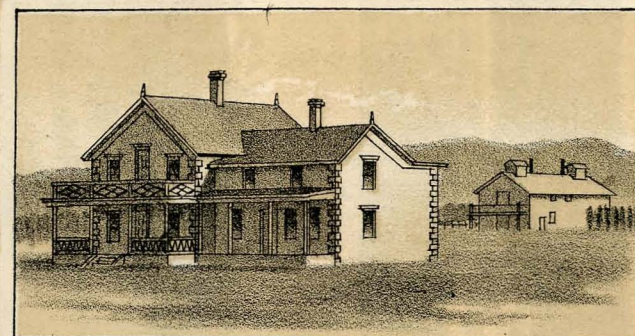
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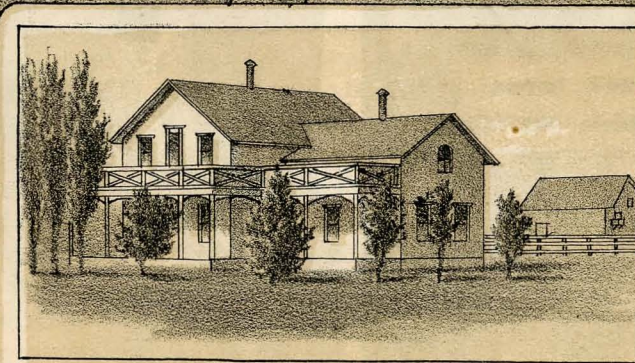
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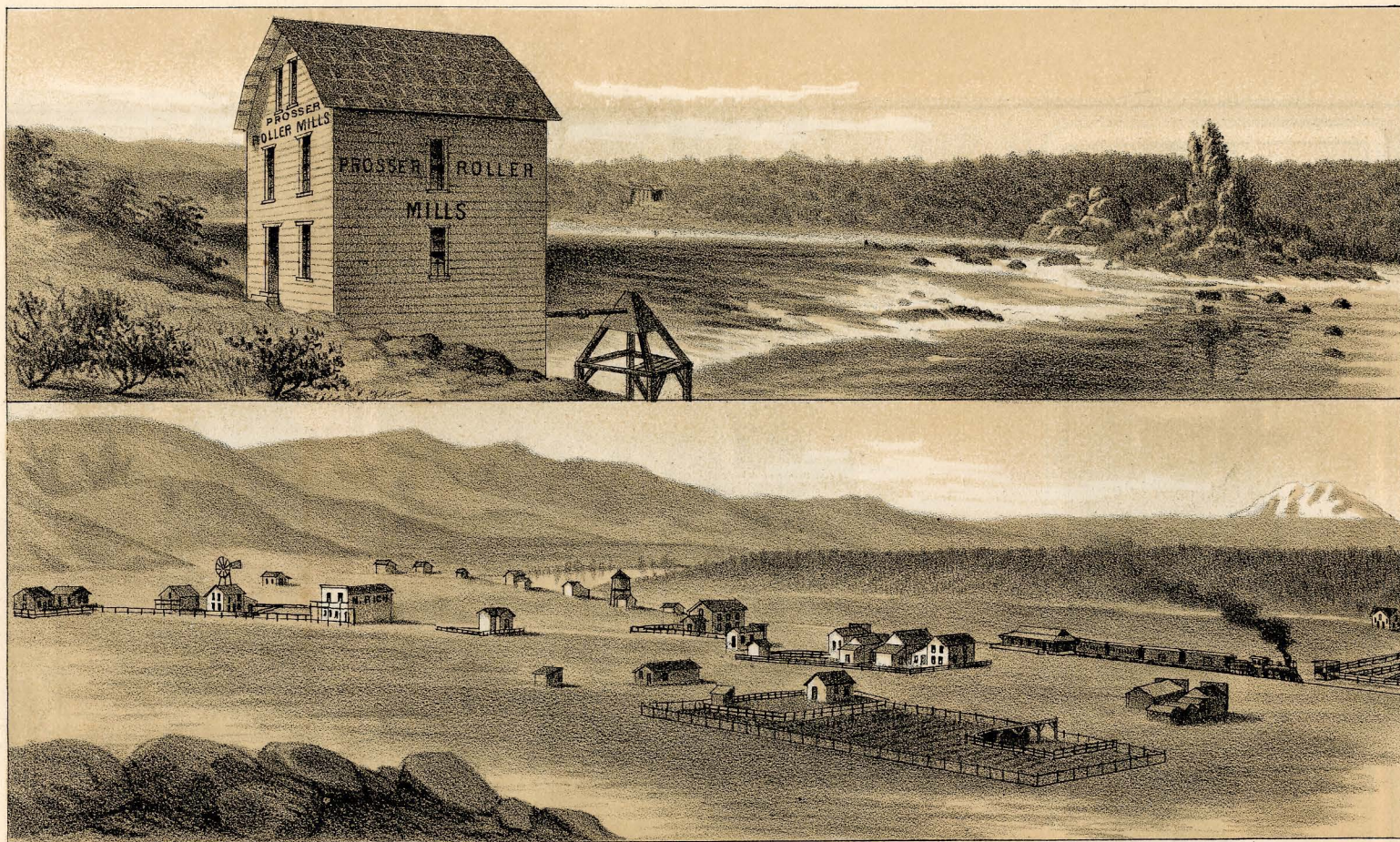
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THIRTEENTH YEAR.

OCTOBER, 1887.

NUMBER 10.

## YAKIMA AND ITS SURROUNDINGS.



GENERALLY speaking, the "Yakima country" embraces all that vast region lying between the Cascade mountains, on the west, and the Columbia river, on the east, and is a large belt of agricultural and grazing land which has for its business center the prosperous city of North Yakima. Until the past year

A region which had formerly purchased much of its supplies abroad freighted them in on wagons, at great expense, suddenly found itself open to market, and began, not only to produce enough for its own support, including its rapidly increasing population, but for export to other localities. There suddenly sprang up as its commercial center, a town which now ranks among the leading cities of the territory.

this region has been so isolated from the routes of travel by rail and river, that its development has been exceedingly slow. It has been known for years as one of the best ranges for cattle in the entire West, but its agricultural possibilities were scarcely thought of until the near approach of the Northern Pacific drew attention to its fertile acres, its delightful climate and splendid situation as regards a permanent market for its products. No greater revolution in the conditions of trade and production was ever witnessed than that which followed the construction of the Cascades branch through the Yakima

The birth and growth of North Yakima is unparalleled in the West. Two years ago it was an unbroken sage brush plain; to-day it is a thriving business city, with three newspapers, a population of one thousand souls, and all the adjuncts of an important trade center. Mushroom towns have sprung up in a night all along the line of advancing railroads, and have almost as rapidly declined; but this was not a mushroom growth in any respect save its rapidity. From the time the first foundation was laid to the present, not an improvement has been made which was not intended to be permanent, or for occupation only until an opportunity could be had to build a better. Not a step has been taken by the citizens which has not had the future welfare of the city in view,

even more than that of the present. Business men, recognizing the advantages the townsite possessed, invested their means and settled down with the intention of making this their future home and field of activity. This spirit has wrought wonders, and is still working toward greater achievements. Aladdin's castle was created in a night, but the power which brought it into being removed it with equal celerity. Not so with this magical city. Its growth was almost as phenomenal, but even its creators have not the power to undo the work of their hands, and Yakima will be numbered among the leading cities of the West when the name of every man who gave it birth shall have been forgotten.

In the center of the great system of rivers and valleys which constitute the Yakima country, lies the city which will be the metropolis of the surrounding hills, valleys and mountains when they shall have become the homes of many thousands of people. Nature has opened the mountains that the waters of a vast region may unite their volumes here, and has provided passes through the mountains, by easy grades, for railroads to bear from this point to the sea the products of a great and rapidly developing region.

When the Northern Pacific decided to begin actual construction upon the Cascades division, the officials of the land department made a careful examination of the Yakima country. It was plainly evident that in this region there would spring up a large inland city, the center of trade for the great agricultural, mineral and timber district through which the road would run. Being also the geographical center of the territory, and, when the road was completed, the point most accessible from all portions of it, there seemed little doubt that a city, suitably located and properly laid

out, would receive the general preference for the state capital, when, in the wisdom of congress, the time should arrive for the admission of Washington into the sisterhood of states. Their examination resulted in the decision that the site described above was the natural commercial center of the country. In this valley they found the town of Yakima City, containing about five hundred people, and transacting the business for a large portion of this new and sparsely settled region. In several respects the town did not meet the requirements for a great inland metropolis, and the officials were compelled to decide between adopting it, with its imperfections, or founding a new one. The latter course was decided upon, as being the wisest one to pursue, and a site, in every way eligible, was selected, three and one-half miles north of the old town. This was surveyed and laid out in blocks, lots, streets and alleys, with plots reserved for public uses, state capitol and other buildings of a public and educational character. To compensate the people of the old town as much as possible, the company offered to donate to such of them as would remove their buildings to North Yakima, the name chosen for the town, or would erect new ones there, business and residence property equivalent in value to that occupied by them in the old town.

As soon as this decision was announced, there was a great rush of enterprising business men to the new town site. The company immediately began the construction of depot, side tracks, etc., and the work was commenced on two score of buildings almost in a day. Several business men of the old town, clearly appreciating the situation, immediately began the removal of their buildings, or the construction of new ones, upon lots accepted on the company's proposition. Others held back and

sought to maintain the prestige of the old town; but one by one they recognized the handwriting on the wall, and were wise enough to see a permanent advantage in what appeared to be a temporary calamity. More contracts were daily let to the house movers, until the movement northward became a continuous procession. Large buildings were in some instances cut in two and taken in sections, while others were moved in their entirety. Smaller buildings were mounted on wheels, and drawn across the prairie by twenty-mule teams. So quickly was this work done, and so general became the hegira, that the large Bartholet House was taken without interruption of its hotel traffic. Meals were cooked, and all the work of the hotel discharged, while the structure was in motion, the boarders eating and sleeping in the building continuously. In the same manner, the national bank building, with its stone vault and huge iron safes, made the four-mile journey without interruption of its business. The same spirit of energy and feverish activity was displayed by every one. Within six weeks one hundred and fifty buildings were erected, and the work of construction and removal continued without flagging. No one can comprehend this without a feeling of astonishment. Certainly no one can visit the scene of this wonderful transformation, without being profoundly impressed with the future possibilities of a region peopled with such energetic, intelligent and progressive men.

Within three months from the time when the mingled tufts of bunch grass and sage brush alone claimed possession of North Yakima, a thriving town, with railroad depot and side tracks, stores, residences, a church, and even thousands of shade trees, were to be seen. Only in the great West do conditions exist which render such things possible. Peo-

pled with an intelligent, enterprising and active class, constantly recruited from the best blood, brawn and brain of the East, it accomplishes feats of industry and enterprise that may well challenge the amazement of older communities. The West is rapidly filling up with wide-awake, active and ambitious young men, who find here a broader and more inviting field for the exhibition of their powers and energy than is possible in the older and more settled regions from which they come. The drones, the cripples, the easily contented, and those past the era of their greatest activity, remain at home, while the younger and more energetic, filled with ambition and a determination to conquer success by unflagging effort, are crowding into the newer West, and daily accomplishing things that may well make their old friends and neighbors open their eyes with astonishment. The most striking illustration of this is the city whose growth, situation and prospects we are now considering.

The company did everything possible for the public welfare, to introduce proper sanitary and fire regulations, and to preserve order and good government until the town was incorporated and began to enjoy the benefits of a legal and complete city government. Encouragement was given to every legitimate enterprise seeking a location, and several important industries were induced to establish themselves here. A large irrigating canal was constructed from the Natches river to the town, from which trenches now run down every street. Each householder was given the privilege of tapping the trenches, free of expense, for the purpose of conveying water upon his grounds. The streets have been lined with shade trees—thirty-five hundred cottonwood, birch, box elder and maple being set out during the first three months—which gratify the people

with their beauty and shade, and contribute largely to the public health by their effect upon the atmosphere. There are now twenty-two miles of ditches and shade trees, maintained at the expense of the city, the use of the water being free to every property holder.

Two years have accomplished much in the growth of the city, which may be better understood from a brief summary of its various constituents. It already possesses six good brick buildings. Two brick yards in the vicinity supply an excellent quality of material, and several more buildings of this substantial nature are now in process of erection. Many of the frame buildings are commodious and well built. Among the more prominent buildings is that of the Sisters of Charity of the House of Providence, a brick edifice fifty by sixty feet (see page 731), and three and one-half stories high, in which a school was opened the present year. Another is the North Yakima academy, founded by Prof. J. M. Denison, in 1886. A two-story brick school house is being erected for the public school, at an expense of \$10,000.00 (see page 732). It will be completed early in the spring, and will be a handsome structure. There are about two hundred and fifty children in the district, who can all find accommodation in the new building. The school is well graded, and is under the charge of four teachers. A Catholic college, two and one-half stories in height, and Christian, Presbyterian, Congregational and Catholic churches, all good buildings, complete the list of structures of a religious and educational character. The Methodists and Episcopalians have church organizations, but no houses of worship. Switzer's opera house, erected the present season (see page 733), is also an attractive brick structure. A large building, costing \$15,000, is about to be erected by the Yakima Hotel Co.

The necessity of first class hotel accommodations became so evident to the business men, that they recently incorporated a company, with a capital stock of \$12,000.00, and will at once erect the structure shown in the engraving on page 733. The promoters of this enterprise are Edward Whitson, A. B. Weed, L. S. Howlett, J. H. Thomas, E. M. Reed, A. F. Switzer, W. H. Chapman, Samuel Chappel, George Donald and J. M. Adams, all prominently identified with the growth of the city. The depot and warehouses of the Northern Pacific are also structures of considerable size. The court house is a two-story frame structure, with a brick jail beneath, standing near the center of the engraving on pages 732 and 733, giving a general view of the city. The business portion is shown on the right, and the chief residence locality on the left. Occupying, as it does, a level site, a view of this character can only give a general idea of its appearance, since some portions of the city obstruct the view of others. A better idea of the business portion can be obtained from the engraving of Yakima avenue, the chief thoroughfare from the depot, given on page 731, also from the smaller sketch of First street, on page 734. The large view is very comprehensive, embracing the city, valley, foot hills and distant mountains. In the foreground appears the North Yakima Roller Mill, which was erected last year at a cost of \$13,000.00. This enterprise is one of the leading evidences of the radical change effected by the railroad. In 1885, this region imported from outside sources, by wagon, flour to the value of \$45,000. The present season, the new mill has not only supplied the home demand, but has shipped much of its home product to outside markets on Puget sound. Although but two years have elapsed since the first house was built, there are

a number of tasteful, and even ornamental residences, surrounded by shade trees, which have grown to good proportions in that brief period. These shade trees, lining all the streets, and the flower gardens, both of which are constantly supplied with moisture from the ditches previously referred to, are a charming and refreshing feature, too often lacking in our Western towns of recent birth.

The business interests of the city are extensive, and embrace nearly every mercantile pursuit found in prosperous and enterprising communities. There are six large stores dealing in general merchandise, two hardware stores and agricultural implement warehouses, two grocery stores, three drug stores, one clothing store, one dry goods and notion store, one boot and shoe store, one jewelry store, one furniture store, two variety stores, one bank, one tailor shop, one millinery store, one dress making establishment, one bakery, one restaurant, two hotels, two livery stables, a photograph gallery, two blacksmith and wagon shops, a paint shop, flouring mill, planing mill, and sash and door factory. The professions are represented by three physicians and seven attorneys. Three weekly newspapers are published here. Two of them, the *Signal* and *Republic*, are local and political, and are among the leading journals of the territory. The third, the *Farmer*, is devoted chiefly to the agricultural and stock interests of this region, and has a wide circulation.

The city will lay a system of water works next year, by which pure, healthful water from the Natches river will be brought in iron pipes, giving a pressure of ninety feet, sufficient to throw a stream over any house in town. This will afford, by means of hose apparatus only, ample protection from fire, and will admit of running water in every business

block and residence. The supply of water from this source is ample, and affords an excellent and unfailing water power. This power is now being utilized by the roller mill. Its abundance, taken with the fact that a fall of ninety feet may be secured in three miles, and that it can be cheaply handled, renders this one of the most economical manufacturing points in the West. Other industries will soon avail themselves of this opportunity to secure cheap and reliable power at a point so favorably situated for reaching market. The United States land office for the Yakima district is located here, where all entries have to be made by settlers upon government lands in Yakima, Klickitat, Kittitas, Douglas, Lincoln and Stevens counties. This point was selected because it was the most central in the district, and, as well, the most accessible. The same position is occupied in relation to the whole territory, and will probably result in the choice of this city by the people for the seat of government. There is a large and growing sentiment in favor of removing the capital from Olympia to a more central location, where it may be reached with equal facility by residents from the thickly settled regions east of the Columbia and the centers of population on Puget sound. Though no steps have been taken to that end, yet Yakima seems to be looked upon by the majority of people as the most eligible site. Provision was made for this when the town was laid out, and ample grounds were set aside and dedicated for the use of the territory for capitol and other public buildings. It is not at all improbable that this growing, prosperous young giant will be selected as the capital of the future state of Washington. One thing is noticeable—and in this regard Yakima has no rival—the generous width of the streets. The standard width is eighty feet, but Yakima avenue, the

chief business thoroughfare, is one hundred and twenty feet wide, and Natches avenue, the principal residence street, is one hundred and forty feet in width. In laying out the city, the projectors thought of the future, and made these provisions for creating one of the most beautiful and attractive capital cities in the West, with wide streets lined with beautiful shade trees and handsome residences.

Topographically, Yakima county presents a series of hills, plateaus, low mountain ranges and long stretches of valley land lying along the streams. The hills and table lands are covered in part with sage brush, and in part with luxuriant bunch grass. With the intermediate valleys, they have for years constituted the best pasture lands on the Northwest coast. Thousands of cattle have grazed on the nutritious bunch grass, as thousands are still doing, and many of the rich men of Oregon and Washington owe not a little of their wealth to the grassy slopes of Yakima.

Owing to the lightness of the rainfall, and its almost total absence during late spring and early summer, the best results in agriculture are produced by irrigation. Happily, there is an abundant and never failing supply of water for this purpose, which may be easily utilized. Capital is required to accomplish this, but not in such large amounts as is necessary in many regions. Through the center of the county runs the Yakima river, carrying a large volume of water from the mountains, and receiving, within the county, the waters of the Ah-tanum, Wenas, Natches, Topinish, Satas and other tributaries. Along the course of the main river, and extending up these tributary streams, is a series of valleys, embracing many thousand acres of arable land, which can all be irrigated by water from the neighboring rivers. There is, among farmers who have had

no practical experience with irrigation, a prejudice against that method of farming; but an investigation of its merits can not but convert every intelligent, practical man. Its merits are briefly stated. The farmer who has his land well covered by irrigating ditches is independent of the caprices of nature. Neither drouth nor flood menace him. If his crops need moisture, he has it ready at any time, while at the same time he is exempt from the damage which follows too copious rains. He can, also, feel free from the mental burden which the farmer in the rain belt always bears, the fear that, at the last moment, an unlucky storm will ruin his harvest, and deprive him of the reward of his year of hard toil. A farmer in a dry country, with a good soil and an unfailing supply of water at his command, which he can, at will, turn upon any portion of his land which may require moisture, and shut off from other portions which may already have sufficient, comes as near being his own master as an agriculturist ever can. A comparison of what has been accomplished in California, Arizona, Nevada, Utah, Colorado, Montana, Idaho, Oregon and Washington upon irrigated lands, with the results upon lands in any region dependent upon natural rainfall, is most flatteringly favorable to the former. The prejudice against irrigation will disappear so completely before the light of facts, that people will wonder that it ever existed. The greatest agricultural achievements of ancient civilizations were accomplished by this means, and in the "scientific farming" of the future there is no doubt that the proper manipulation of the irrigating ditch will be counted as one of the most essential features. There is another feature which must be considered. The water comes down from the mountains and plateaus freighted with the fertilizing materials

derived from the decaying vegetation and the rich soil of the higher regions, which are spread over the cultivated lands, thus annually enriching the soil and preserving its fertility. The benefits derived from this source alone fully compensate for the cost of the water, and the farmer is relieved of the expense and labor of applying fertilizers in the ordinary way. The chief difficulty encountered in handling water in this way is a lack of experience. Time will correct the errors occasionally resulting from permitting too great or too rapid a flow of water, and the farmer soon learns to flood his lands gently, evenly and economically.

A brief summary of the various valleys in the county, followed by a statement of what the soil will produce, will give a fairly correct idea of its agricultural possibilities. The Ahtanum valley is twenty-five miles long, with an average width of five miles, including Wide hollow. It is all arable land, but not yet completely under ditch. There are now two large ditches, both heading from the Natches, the Natches and Cowiche and the Broad Gauge, and a third one is contemplated. Numerous smaller ditches are taken from the Ahtanum. This is the principal hop-raising section of the county. Along Cowiche creek lies a considerable valley, supplied by water from the creek. Between the Cowiche and Natches lies a plateau, three by ten miles in extent, which is a splendid body of land. This is all covered by the proposed Natches and Cowiche ditch, which will head in the Natches, cross this plateau, be carried across Cowiche canyon on a flume, and cover considerable land in Yakima valley. It will serve fully thirty thousand acres of land. The Natches is a small valley, about one mile in width and ten long. It is well occupied by thrifty farms, and is irrigated by means of small ditches

from the Natches. Wenas valley is about one mile wide and twenty long, well filled with fine farms, chiefly producing hay, though considerable grain and fruits are cultivated. It is watered by small ditches from Wenas creek. Selah valley lies along the Yakima river, and contains five thousand acres, partly settled. It is irrigated by small ditches, and contains some good locations for settlers. Rising back from the valley is a large extent of excellent grazing land, too high to be reached by ditches which could be constructed at any reasonable cost. The Moxee valley lies opposite the Ahtanum. Here is a large body of land covered by the ditch of the Moxee Company, also a large tract gradually rising from the valley, so that irrigation of it becomes difficult.

An institution which forms a distinctive feature in Yakima, is the Moxee Company, an incorporated association, which is doing more to advance the cause of agriculture in the great Columbia region than any other society or individual. In 1886 this company made extensive investments in property, and began a systematic development, by means of an irrigating canal, and instituted a series of agricultural experiments, which are being productive of the greatest possible good. The company numbers among its promoters and stockholders Hon. Gardiner G. Hubbard, of Washington, well known in connection with the Bell telephone. Wm. Ker is president, and Samuel Hubbard, Jr., secretary and treasurer. The affairs of the company are managed on business principles, and all its undertakings are systematically conducted. Weekly meetings of the officers and superintendents are held for consultation. The company owns nearly five thousand acres of land, of which three thousand six hundred acres are arable, and the remainder suitable for grazing. At what

is known as the "Home Farm," six miles from Yakima, there are a postoffice, store, blacksmith shops and necessary farm buildings. A free library is maintained for the use of the men, of whom there are thirty, and some form of entertainment and refreshments are provided for them on Sundays. Religious services are held there every two weeks. The farm, which is illustrated on page 711, embraces one hundred and sixty acres, and is used chiefly for experimental purposes. These experiments cover a wide range, and are designed to test the adaptability of the soil and climate to the production of crops not ordinarily raised in this latitude, such as tobacco, cotton, sorghum, broom corn, sugar beets, etc. The result of all experiments is made public for the good of all, and every farmer in this region is as much benefited by them as if he had gone to the trouble and expense of making them himself; even more so, since the company conducts them in a more thorough and intelligent manner than nine-tenths of the farmers would do under ordinary circumstances. The products are mentioned elsewhere in this article. The Moxee Company has three hundred and fifty acres under cultivation, the remainder being used as a cattle range at present. The company has a ditch, fourteen miles long, from Yakima river, which covers the entire arable area. It proposes to divide the land into small farms of about fifty acres, and supply water at a low, permanent price to purchasers. It will sell fifty acres for \$750.00, and charge \$75.00 per year for water, or \$1.50 per acre. By cultivating hops, tobacco, fruit, berries and vegetables, a farmer on one of these tracts can make more money in a year than he could on three hundred acres of the best grain land in the West. The ditch, when completed for irrigation of these tracts, will cost \$30,000.00. The company has done nothing prematurely, but has set about the proper development of its property, and, to this end, has invested \$200,000.00 in the past eighteen months. The farmer who purchases one of these tracts will find himself in an enviable situation, possessing a constant and ample supply of water for irrigation, and being in a position to benefit by all the costly experiments made by the company, and all the conveniences and market advantages it creates. The company has a home cattle ranch of eight hundred acres, where it conducts a large dairy business, the butter finding its chief market on Puget sound. It also has an auxiliary ranch of eleven hundred acres in Selah valley. The company has a large number of thoroughbred black Polled Angus and Hereford cattle. Settlers will be in position to benefit by these importations of blooded stock, as well as the valuable experiments mentioned above. The result of this company's efforts will be more apparent in a few years, as the contrast between the farms in this district and those in other localities will yearly become more marked and significant.

Parker bottom, or Piety flat, is on the main river, and is about one by six miles in area. It is well settled and cultivated. From this point the valley land continues down the river thirty miles, narrow in places, and in others widening out to fully eight miles. It is susceptible of irrigation from the river, by the outlay of capital. The soil is very deep and rich, and when some company takes hold of the matter and brings the land under ditch, thousands will find homes where now the sage brush holds undisputed sway. The finest body of land is the Simcoe valley, known as the Yakima Indian reservation. The river runs along one side for forty miles, back from which, for twenty miles, stretches a beautiful body of land. The Setas, To-

pinish and Simcoe creeks run through it. It is hoped that the larger portion of this will soon be open to settlement. The congressional committee visited the reservation last spring, and held a conference with the Indians on the subject of taking lands in severalty and throwing the remainder of the reservation open to settlement. That whole region is directly tributary to Yakima. The trade of the Indians amounts to considerable, and when thousands of white people have made their homes upon its fertile expanse, it will support a city of considerable size.

Below this point is a great stretch of arable and grazing land, of which the town of Prosser is the business point. Prosser is located at the falls of the Yakima river, on the line of the Northern Pacific railroad, about fifty miles southeast of North Yakima. It is the center of business and trade for the surrounding country to the extent of twenty-five to forty miles in every direction. Considerable shipments of stock, wool and other products of the country are already made from this point, about fourteen hundred horses, among other things, having been forwarded eastwardly by rail during the present season. The place and country around it are noted for a climate remarkably salubrious, and this part of the Yakima valley is entirely free from malaria, having excellent drainage and no swamps or overflowed lands.

The altitude of Prosser is about six hundred feet above the level of the sea. The summer seasons are long and warm, affording a climate well adapted to the cultivation of peaches, grapes, tobacco, sorghum, sweet potatoes, tomatoes and other semi-tropical fruits and vegetables. The surrounding country promises to become one of the best localities on the Pacific slope for the successful cultivation of Indian corn. The air in summer

is tempered by the snow-capped peaks of the Cascade mountains, which are visible in the distance at all seasons of the year. The nights are always cool and pleasant, and the heat of the summer is never oppressive, owing to the dryness and purity of the atmosphere. The season of cold weather in the winter is usually short, and the climate during the fall and spring months is delightful.

The stock growing advantages of this part of the territory have long been known and used with profit by those engaged in that line of business. Its agricultural capacities are becoming equally well known, and the settlers who have located in the neighborhood, although they have suffered some from dry seasons, are satisfied that in the production of wheat and other cereals, they will be as successful as the stock men have been heretofore. Along the lower portion of the Yakima river, and parallel with the Northern Pacific railroad, there is a strip of sage brush land, rich and productive, from six to ten miles wide, which requires irrigation. To the north and south, however, there are extensive districts of high table land, covered chiefly with bunch grass, which do not require irrigation. It is a peculiarity of this region that the rains follow the highlands, and the result is that the precipitation of moisture thereupon is sufficient for the cultivation of crops without irrigation. To the south of Prosser, and tributary to that point, there is a section of this high table land, known as Horse Heaven, because of the excellent pasturage it affords, which is about seventy miles long from east to west, and from sixteen to twenty-five miles wide from north to south. It would be hard to find, in any part of the Western country, a more beautiful body of land than this consisting, as it does, of a rolling upland, rising gradually from an altitude of about one thousand feet, near Wallu-

la and Kennewick, to two thousand five hundred feet near Bickleton and Cleaveland, in the direction of the Cascades. This Horse Heaven region is being settled up, but it still contains a large amount of vacant government and railroad land, which can be settled upon under the homestead and pre-emption laws or purchased at reasonable rates from the railroad company. The principal difficulty in the way of settlement is a scarcity of water for domestic purposes, but this is being gradually overcome, by digging wells and constructing cisterns. To the north of Prosser there is also an extensive bunch grass district, on what is known as Rattlesnake range. This promises to become a very productive region, and it is better supplied with springs and streams of water than the Horse Heaven country. Here, too, there is a large amount of vacant government and railroad land, which is open for settlers, or can be had at moderate prices from the railroad company.

A first-class grist mill, with all the modern improvements, has just been completed at Prosser, which will furnish a market for the wheat and corn of the neighboring settlers. This mill is operated by the water at the falls of the Yakima river, of which there is an abundant supply, easily and cheaply controlled and regulated, for a large number of additional mills and factories. Last winter twenty-five thousand sheep were kept in the vicinity of Prosser, and next winter, from present indications, there will be fifty thousand in that part of the county. These sheep are driven in the summer to the foothills of the Cascades, on the headwaters of the Yakima and its branches, and in the winter they are driven back to the lower portions of the Yakima and the Columbia rivers. The eastern slopes of the Cascades furnish the finest summer range to be found in the territory, and there

are now not less than two hundred thousand sheep pastured thereon.

The town of Prosser (see page 714), which is in the center of a region now in the course of successful development, is an excellent location for the hotel keeper, the blacksmith, the druggist, or for those who desire to engage in any of the industrial pursuits, incident to the inland town, but more particularly to those who wish to engage in milling or manufacturing woolen goods or agricultural implements. Abundant supplies of timber, lumber and coal are to be had from the mountains, either floated down the river or brought down by rail, whilst the completion of the railroad across the Cascades, affords easy access to Puget sound, about two hundred miles distant, and thence by water to all parts of the coast and the world. Within five hundred yards of the railway station are at least a dozen excellent millsites, which could be operated by water taken, at a slight cost, from the falls. These falls consist of one perpendicular fall of about ten feet, and rapids above and below, making, in all, a descent of about thirty feet in forty rods. The river at the falls is about six hundred feet wide, and there is an average depth of two feet of water throughout the year, so that the power available at this point is almost incalculable. A good bridge is contracted for, to be built across the river at Prosser, and it will be a great benefit to that place, as well as the whole of the southeastern part of the county. Public highways have already been established from Prosser to Bickleton, Umatilla, Wallula, up and down the river, and to the north sixteen miles in the direction of Priest rapids. For these, and many other points in the same section of country, Prosser will be found a convenient place of arrival and departure.

Though grain and hay can be raised in the Yakima valley, and on the irrigable

benches, previously described, equal to the best in the territory, there are a few crops for which the soil and climate are especially adapted. One of these is corn. It used to be said that corn could not be raised on the Pacific coast, and the earlier experiments with it in the region lying west of the Cascades and Sierra Nevada were practical failures. Later efforts in the dryer regions east of the Cascades have proved eminently successful, and both in quantity and quality the yield of corn in the Yakima valley is of a high order and the best in the territory. The yield of vegetables of all kinds is prolific. In nothing, perhaps, are the advantages of irrigation so marked as in the cultivation of vegetables. Turnips, cabbages, beets, squashes, etc., grow to enormous size and are of most excellent flavor. Potatoes are especially fine in quality and are of large size and yield enormously in quantity to the acre. Peanuts and sweet potatoes are good crops, and melons are especially large in size and fine in flavor. A good market for vegetables is found on Puget sound and in the mining districts. The farmers have united for the purpose of advancing their interests by superintending the packing and shipping of all produce. It is the intention of the Farmers' Alliance that all goods bearing the brand of the company shall be first class in every particular, and shall be in general demand for this reason. In the matter of fruits and berries, there is a great future before this region. The remarks made about vegetables are equally applicable to small fruits and berries. A cannery would find this an unequaled location, With an abundance of berries and vegetables of the best quality and an easy access to market, no better spot could be selected. The alliance also pays attention to the marketing of fruit. Special attention is called to the production of peaches, to which both soil and climate are adapted. The trees do not winter-kill, and frosts seldom interfere with either buds or fruit. The quality of the fruit is unsurpassed. No better peaches are found in the world than those raised on the irrigated lands of the Yakima. The trees make a rapid and vigorous growth, and begin bearing early, their branches bending almost to the ground with their luscious burden. The engraving on page 734 is made from a sketch taken in the orchard of Professor Miller, near Yakima, and is a fair representative of the orchards of this region. This vigorous growth of trees and shrubbery of all kinds is one of the first peculiarities of this region remarked by the visitor. No better illustration of this can be had than that of the charming, tree-embowered residence of Captain W. D. Inverarity (see page 743), a gentleman who never ceases to congratulate himself upon his decision, a number of years ago, to make this his home. This luxuriance of vegetation is the more noticeable in this naturally treeless region, and demonstrates that only the magical power of water is required to cover this entire country with verdure. There are about a hundred acres of peach trees near the city, and more are constantly being set out. Some of these orchards are ten acres in extent, and one gentleman is preparing to plant an orchard of one hundred acres. The production of this fruit is rapidly becoming a specialty, and the markets of the Northwest will, in a few years, be supplied from the orchards of Yakima valley. Apples, plums, pears, prunes, etc., do equally well, and will soon become a prominent feature of the county's exports. Grapes also thrive, and new vines are constantly being planted.

Another crop in which this region excels all others is hops. Yakima hops

are pronounced to be the best on the Pacific coast, not even excepting those of the famous Puyallup valley. In size and color they are unsurpassed anywhere, and in strength they are superior. The yield per acre is enormous, averaging two thousand pounds. The engraving on pages 712 and 713 is from a sketch made in one of the yards near the city, and includes the residences of four of the leading hop raisers of the valley. It is a truthful representation, and conveys a better idea of the luxuriant growth of the vines than could be done otherwise. The hops are picked by Indians, who have proved themselves to be better and more reliable than either Chinese or white men. Fully fifteen hundred bales were harvested this season, and during the year about one hundred acres of new vines were set out.

A number of other special crops have been demonstrated to be adapted to this valley, such as broom corn, sorghum and sugar beets. The Moxee company has this season made a very careful and highly satisfactory experiment in the culture of tobacco. Ten acres were prepared, but only three and one-half acres were set out in plants. These have produced a large leaf of beautiful texture and superior quality, which cures in excellent flavor. The crop raised is equal in quality to the best produced in the United States, and averaged from eight hundred to one thousand pounds to the acre. The benefit of this experiment, made at considerable expense and trouble, enures to every settler in this region who has sufficient enterprise to avail himself of it. The company will next year make similar experiments with cotton, feeling confident that all the climatic conditions are favorable to a successful cultivation of that great staple. Alfalfa, also, on irrigated land, yields from two to four crops of hay each season, averaging six

tons to the acre. These facts suggest what an industrious, intelligent man can accomplish on a farm of fifty acres, with a sufficient supply of water. With a few acres each of fruit, berries, hops, vegetables, hay, tobacco, or other special crops, he can acquire a competency in a few years. In future years, when the success of the small farmers of Yakima has become marked, in comparison with that of the wheat growers of other localities, many a man will wonder why he did not have the prescience to foresee it, and instead of buying, or locating, a quarter section of prairie land, select one of these irrigable tracts when he was invited to do so, as he is now, by one who has examined into the matter and knows whereof he speaks.

On the fifteenth of October, the county commissioners contracted with the Pacific Bridge Company for the construction of three bridges. One of them is to be built across the Natches river, near its mouth; one across the Yakima river, between the town of North Yakima and the beautiful and fertile Moxee valley; and the third across the Yakima river at the new town of Prosser. The cost of these bridges, according to contract, is \$23,000.00, and they are to be completed by the first of March next. All of them are much needed, and they will be of immense service, not only in the development of Yakima county, but in opening up new routes of travel and new postal routes from points on the line of the Northern Pacific to the Big Bend country, and the new settlements springing up along the Columbia river above Priest rapids, in the direction of the Salmon river mines and the northern boundary of the territory. By way of the Moxee and Prosser bridges, good county roads can, and will soon, be opened up, both from Prosser and North Yakima to Priest rapids, on the Columbia river, which will be open at all sea-

sons of the year, whilst farther north the intervening mountains are frequently covered with too great a depth of snow to admit of travel.

A new era in the history of Yakima county is marked by the construction of these public works. It is universally conceded that a better investment could not possibly be made, than has been done in this instance, as it will facilitate new settlements, by affording easy access from the railroad to all parts of the surrounding country. The commissioners are also making preparations for the erection of a large and substantial brick court house, which will be an ornament to Yakima and the pride of every resident of the county.

It is impossible to even mention all of the resources and interesting features of this region in an article of this char-

acter, but space must be taken to speak of the Yakima soda springs, lying twenty-six miles west of the city. The water is pleasant in flavor, and a splendid tonic, as will be seen from the following analysis: Carbonate of sodium, carbonate of magnesium, carbonate of calcium, ferrous carbonate, chloride of sodium, silicic acid, carbonic acid gas. The water is bottled for market by the North Yakima Soda Springs Company. The springs have been improved and prepared for the entertainment of visitors. It is a beautiful and healthful resort, which is rapidly becoming popular. It is reached by a good road from the city. Mention should also be made of the Yakima County Agricultural Association, organized two years ago, which held a successful and highly beneficial fair the second week in October.

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### AN EPISODE OF THE KLAMATH.

THE pioneer miners of the Klamath country had not only to contend with obstacles offered by an unknown mountain wilderness, far from any source of supplies, but with a determined hostility of the native landlords. The diggings on Klamath, Salmon and Scott rivers were discovered in 1850, by prospectors from Trinidad and Trinity river; but it was not until the following year that they were filled with miners, the spring of 1851 bringing thousands by sea and land. It was then that gold was discovered on Yreka flats, and a town of over two thousand people sprang up in two weeks. The mines on Salmon river were supplied from Trinidad and Humboldt bays, and trails were opened between those points and Best-

ville, the nearest point on Salmon. An expressman made regular trips, and long lines of pack animals traversed the trail, while men were constantly passing on their way to the new diggings daily being discovered.

The first prospectors—those who landed at Trinidad and Klamath river—were treated kindly by the natives, some of them being saved from starvation, and others from a watery grave, by these lords of the soil. A few weeks wrought a change of heart. They saw the whites rush in by the hundreds, and appropriate to their own use anything they desired, without the formality of asking. They saw their hunting grounds overrun, the banks of streams dug up and their fisheries damaged by muddy wa-

ter; they saw that everything had to give way to this impetuous invader, who assumed to appropriate to himself what they and their fathers had possessed for centuries. From this moment they became hostile, and so remained until they were practically exterminated. The noble aborigine of these rugged mountains must not be confounded with the miserable specimen of humanity that occupied the Sacramento valley and foothills, and is contemptuously referred to as the "dirty Digger." Instead of being small, servile and peaceable, they were athletic, proud and warlike. Especially was this true of those living along the Klamath, from Salmon river to the Pacific, and designated by Powers as the Ka-rok and Yu-rok tribes.

One fruitful source of trouble, there and elsewhere, was the interference of the whites in the domestic affairs of the Indians. A squaw is a woman, and her love for finery is fully as intense as that of her white sister, though she is generally less artistic, and, I might add, expensive, in her tastes. How, then, could she resist the bewitching smile of a stalwart miner, when backed by the gift of a discarded shirt—once as red as the one then covering the donor's back? She could not. It would be asking too much of the sex. The addition of a faded shirt to her original costume of modesty, made her strut about like a shop-girl in a sealskin cloak. And when calico of fantastic colors, and beads of every hue were added! Think of it! The squaw were less than human who could refuse these luxuries, simply to live with her own people, and be the slave of some lazy Siwash. Better bacon and coffee in the hut of the miner, than dried salmon in the wilderness, and blows therewith.

When the Indians determined not to fraternize with the intruders, they took their families to their retreats in the

mountains. Though no open warfare was carried on for a few years, a condition of "strained relations" existed—badly strained, at times. Bodies of prospectors were found here and there with arrows attached, while many who went out were never heard of again. On the other hand, an Indian was liable to become thoroughly impregnated with lead if he approached too near a party of miners. Many a noble red man was rendered useless for the active pursuits of life by not knowing that a rifle would carry farther than a bow.

The trail from Trinidad to Bestville was exceedingly unsafe for solitary travelers, and even small parties. An incident will illustrate: A. E. Raynes, now and for years a prosperous merchant of Yreka, was the first and only expressman on the route in 1851. His frequent trips had made him self reliant, and he often traveled alone, though keeping a vigilant eye and a ready rifle. One day, while plodding along with a pack mule, three Indians suddenly confronted him in the trail, and cheerfully said, "How?" That was just what he wanted to know himself—how he could get out of the scrape. One of them took the mule by the head and motioned to its owner to go on. Raynes pointed his rifle and motioned the Indian to go on himself.

Here was a conflict of authority at once, and there was no one with an appellate jurisdiction. The Indians realized that if they did not go off the gun would, and they disappeared up the hill. They returned several times, and the pantomime was repeated, but they never caught him off his guard. Raynes said to himself, "These fellows want mule steak, and they want hair, and they will try to surprise me in the night." He camped, ate his supper and lay down by the fire. After a while, he crawled out of his blankets and hid in the brush. A sleepless, shivering night, constantly watching,

with gun in hand, for the enemy to stick his roll of blankets full of arrows, left him in no good humor, and when he discovered, in the morning, that a large pack train had been in camp not far away, and that he could have slept by his fire in safety, he was mad enough to have shot one of his tormentors and taken his chances on the other two.

The massacre at Blackburn's ferry, a crossing of the Klamath, was but one of the many scenes of blood which marked the intercourse of the two races for several years. The ferry was established in the spring of 1851, and was under the charge of the man from it derived its name, who was living there with his wife and three assistants. The proprietors were Gwin R. Thompson and Chas. McDermit. Blackburn and his wife occupied a small shake shanty not far from the river bank, while the three assistants slept in a tent near by. Between these was an open space, used for a kitchen and dining room. Mrs. Blackburn was a noble woman, of that pioneer class who have been led by love to follow the footsteps of their idol into the very heart of the wilderness. She noticed, one day, that the stock of bullets was nearly exhausted, and with the usual promptness of such people, at once molded a large quantity. The ferry had never been molested by the Indians, and they felt no unusual alarm, yet that very night had been fixed upon for the massacre of them all. As the evening shadows blended in a universal gloom, the Indians gathered in the forest about the abode of their intended victims, and waited until their eyes were closed in peaceful slumber and the place was wrapped in a mantle of silence.

When the night was so far advanced that they felt free from the interruption of belated travelers, the savages crept stealthily to the tent where the three men lay sleeping, and commenced the

work of death. Besides bows and arrows, these Indians were armed with long knives, guns not having yet fallen into their possession. Two of the men were instantly killed, while the third, badly wounded, sprang to his feet and rushed toward the cabin, crying loudly for help. He had taken but a few steps, when he fell, under the blows of a dozen Indians who had remained outside the tent. Aroused from their slumber by the cry and sounds of struggle, the inmates of the cabin hastily barricaded the door and prepared for defense. Their arms consisted of two rifles and a revolver, and, thanks to the woman's care, a plentiful supply of bullets. The night was dark, and the foe could not be seen, but their continued yells and volleys of arrows were even the more horrible on that account. Blackburn maintained an incessant fire in all directions, his wife reloading the weapons as fast as he discharged them. All that long and terrible night the defense was made, until the yells died out about daybreak, and the enemy departed.

Early in the morning, three men appeared on the opposite side of the river, and shouted to arouse the ferryman. Blackburn emerged from the house and walked down to the boat, saying—

"I'm glad to see you, boys. They're all killed but myself and wife."

As he ferried them over, he related the details of the attack and how the defense had been made.

"Did you kill any of the devils?" asked one.

"I don't know; the night was dark, I could not see."

"Well, let us take a shin around and see what we can find. They always carry off their dead and wounded, and you never can tell whether any are killed or not."

"Here is one they didn't cart off," said one, as he noticed a body only a

hundred yards from the house. "No," he added, "it is a white man."

They hastened to it, turned up the face to get a better view, and Blackburn exclaimed: "Great God! It is my father."

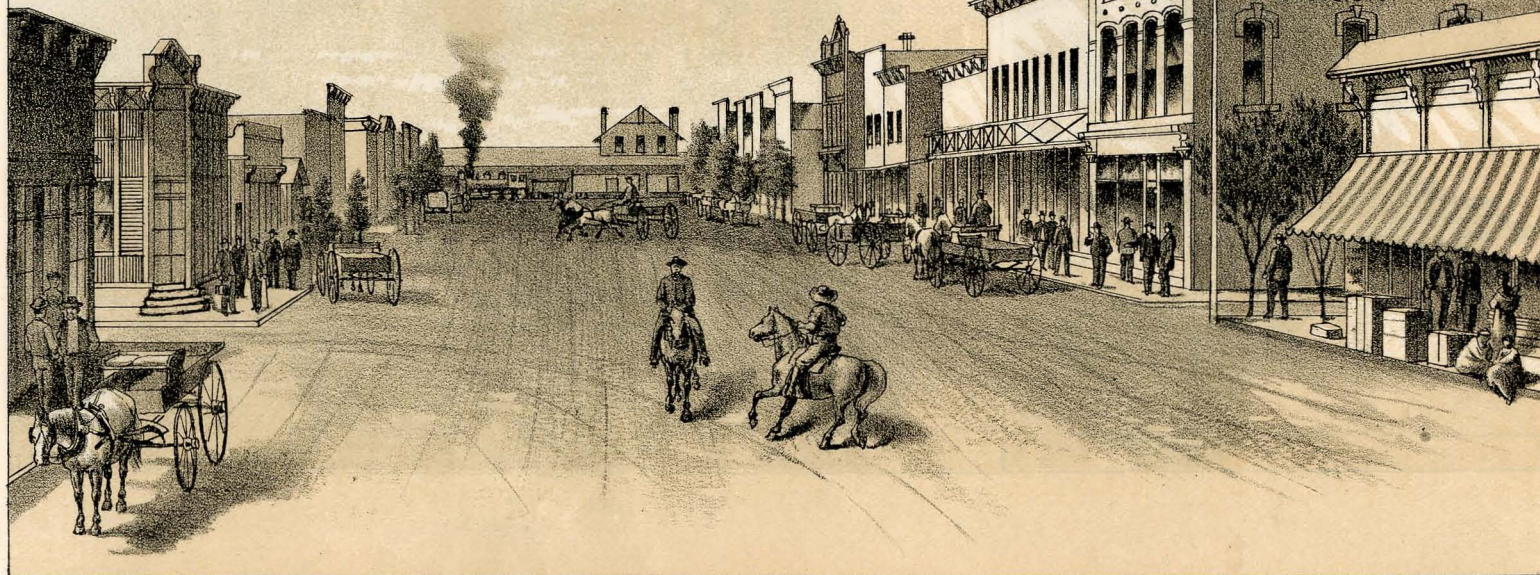
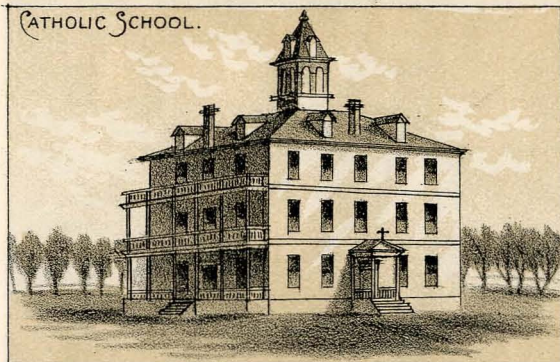
The old gentleman had not seen his son for ten years and had followed him to California. He started from Trinidad with a pack train, which camped that night some ten miles from the ferry. Too eager to wait, the anxious father pushed on alone and fell beneath savage knives in sight of his son's cabin.

The three men pushed on to Trinidad in haste, and the next day started back with ten volunteers to chastise the murderers—not only them, but any and all Indians they could find. A number of miles above Trinidad lies a body of water between the mountains and the sea, known as the Lagoon. Reaching this point they came upon a party of Redwood Creek Indians in canoes. Indians were Indians, and although these had nothing to do with the massacre, the men blazed away at them on general principles. It was one of the "strained relations." The savages jumped into the water and swam ashore, where a brisk battle was maintained for some time. Bows could not contend with guns, and the Indians soon fled, with the loss of two or three braves. That night the party encamped near a rancheria of Bald Hill Indians, which they felt justified in attacking for the same reasons as before. They intended to surprise them in the night, but the occupants of the rancheria became aware of their designs and silently imitated the Arabs. Foiled in this, the men pushed on the next day to Durkee's ferry, near the mouth of the Trinidad, where was a rancheria of the Klamath

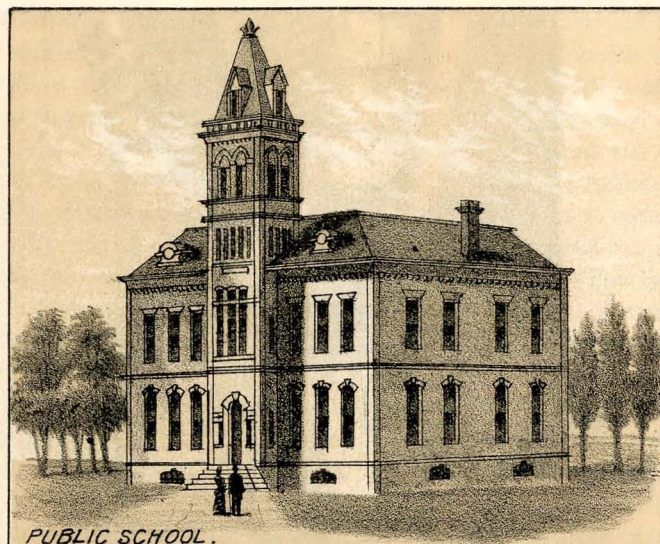
River Indians, the same who committed the massacre at Blackburn's. When night settled down upon the mountains they advanced to attack the camp, but found that the Indians had crossed the river. Durkee was one of those characters so common then, and by no means extinct now, known as "squaw men." The partner of his joys, and partaker of the luxuries of his cabin, was a squaw of this same band, and through her they received timely warning of the intended attack. A few had not yet crossed the Klamath, and the men sent them over the Styx instead. The party then disbanded and scattered through the mines.

As soon as the news of the massacre reached McDermit and Tompkins, proprietors of the ferry, they hastened to the scene with a party of friends, arriving in about three weeks. They found the place deserted, the ferry rope cut, and general ruin and desolation everywhere. While four of them were scouting along the river, they saw two Indians in a canoe, taking plunder away from the deserted cabin. They fired upon the canoe, killing one of the occupants, while the other swam to the opposite shore. He appeared not to know the range of a rifle, for he stopped when about three hundred yards away and leaned against a rock. Abisha Swain, now living in Etna, Cal., took careful aim at a bright red spot on his arm, where a bullet had struck him, and fired. That Indian never learned the range of a rifle. All efforts to punish the savages were now abandoned, as they had fled to their retreats in the mountains, and McDermit's party went up the Klamath and founded the town of Happy Camp, still one of the chief mining centers of that region.

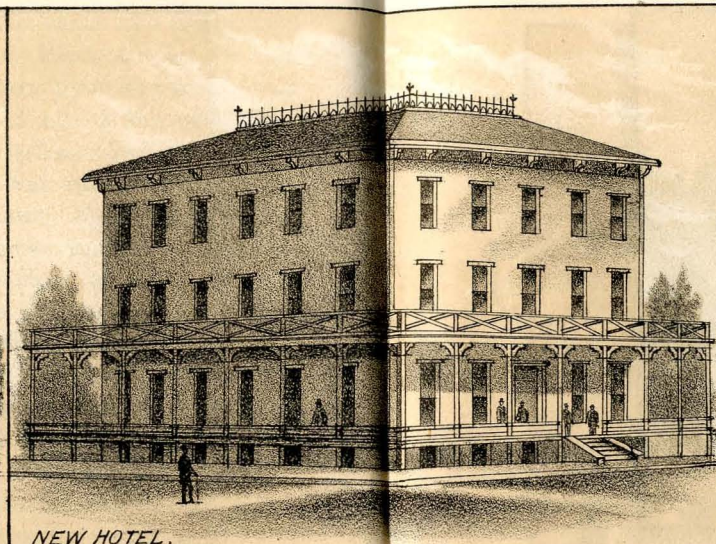
H. L. WELLS.



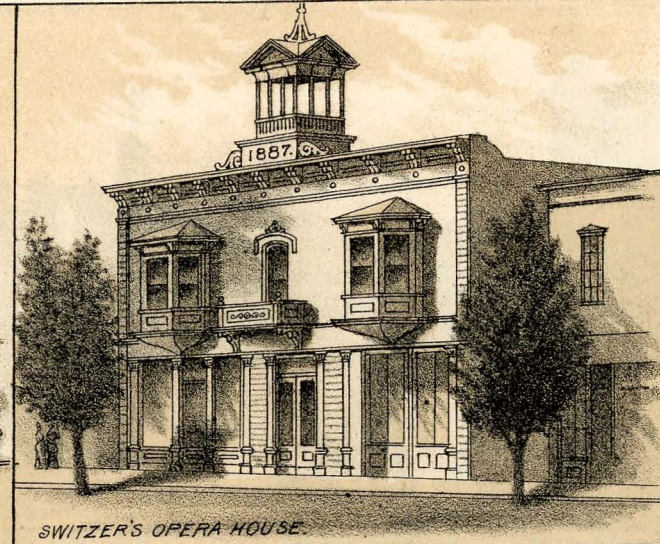
NORTH YAKIMA, W.T.—YAKIMA AVENUE, LOOKING WEST.



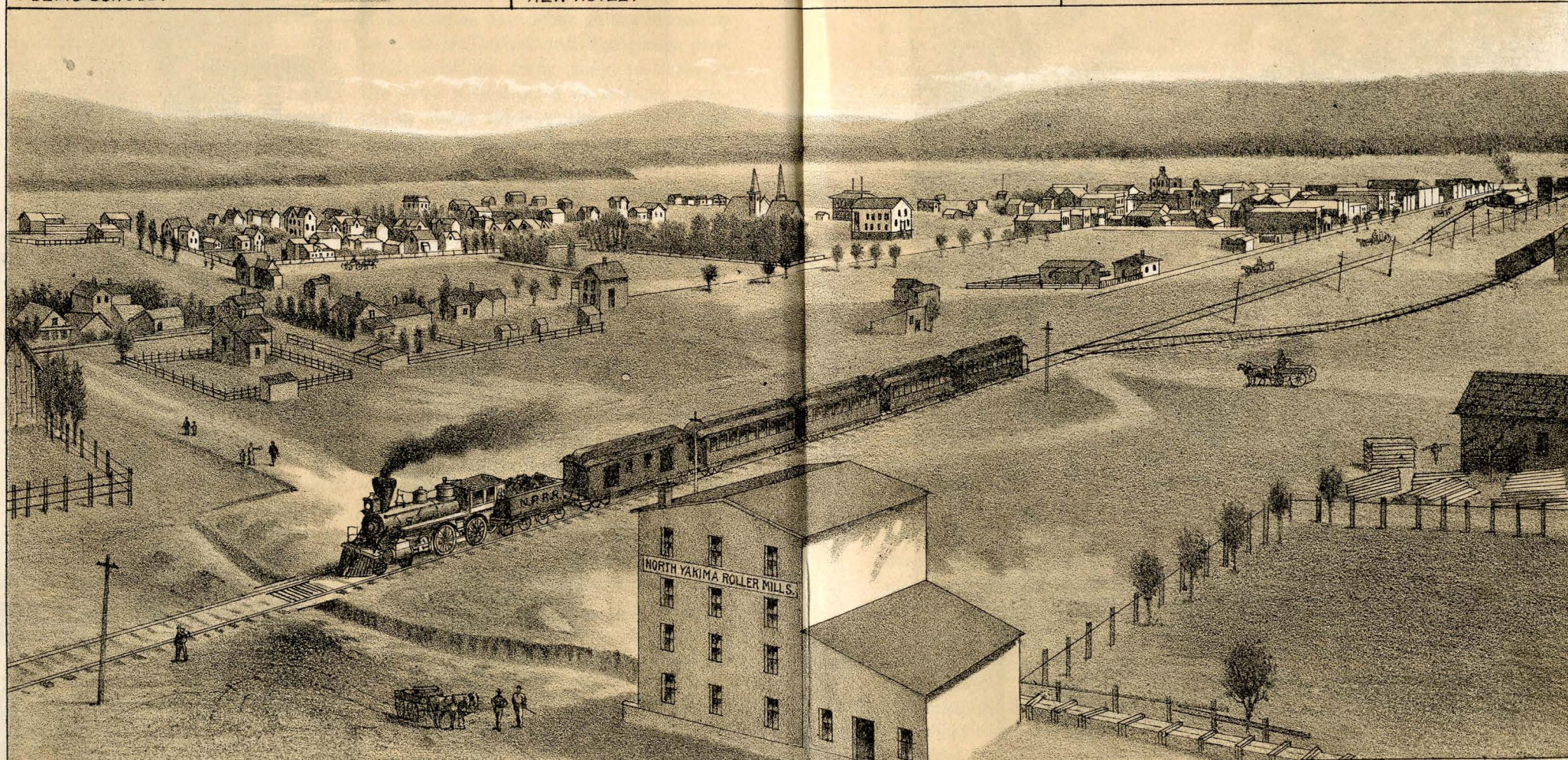
PUBLIC SCHOOL.



NEW HOTEL.



SWITZER'S OPERA HOUSE.



WASHINGTON-GENERAL VIEW OF NORTH YAKIMA.



NORTH YAKIMA, W. T.

## AUTUMN MUSINGS.

UNDER the inspiration of the sombre spirit of autumn, the famous author of "Evangeline" wrote the following lines:

There is a beautiful spirit breathing now  
Its mellow richness on the clustered trees,  
And from a beaker full of richest dyes  
Pouring new glory on the autumn woods,  
And dipping in warm light the pillared clouds.  
Morn on the mountain, like a summer bird,  
Lifts her purple wing, and in the vales  
The gentle wind, a sweet and passionate lover,  
Kisses the blushing leaf, and stirs up life  
Within the solemn woods of ash deep crimsoned,  
And silvery beech, and maple yellow-leaved,  
When Autumn, like a faint old man sits down  
By the wayside a-weary——

Every region has its peculiarities of season and scenery; every locality its elements of comfort and inconvenience, of sterile meagerness and of exuberant beauty. Oregon, like every other state, possesses all these conditions of climate, and distinctive characteristics of geographical and forest features. Each season has its own peculiar charms. There is a separate, individual glory of the winter, of the spring, the summer, and lastly, of the golden autumn. Bleak winter contributes to the pleasures of the dwellers in "Webfoot" in various ways. Snow and ice bring the exhilarating joys of skating, sleighing and coasting, while the long, gloomy days of clouds and lowering mists, and the rainy nights are so agreeably suggestive of cosy, well lighted parlors, with snugly drawn curtains and bright and cheerful fires. Spring brings its gorgeous greenery, its delicious, balmy air, its feathered vocalists and sweet flowers. The very thought is instinct with the incense of

dreamy, luxurious languor, of melody, fragrance and the glory of swelling verdure. Summer brings in her regal train no less radiant pleasures to the senses. Truly it is the season of early fruits, luscious berries, of the full ripeness of leaf and expanding bud; of soft, waving grasses and of rich hope and promise of the coming harvest. Glorious autumn has a grace and delicate charm peculiar to herself. Earth, air and sky bear tokens of the "melancholy days," and all nature dons a robe of costly and resplendent loveliness. Winter may have its rugged sports and healthful, athletic joys; spring days their tender, languid and sentimental reveries; summer its period of mellow beauty and unruffled repose, but to autumn, the queen of the waning year, is reserved the brightest and richest coronet which nature can bestow.

With the exception of the New England states, there is probably no region in the union whose forests present more variegated and brilliant hues during the fall months than those of Oregon and Washington Territory. No section in the western, southern or middle states can boast of more gorgeous beauties of foliage, or sweetness and purity of atmosphere than our own beloved Webfoot. The only drawback to the summer season on this part of the Pacific coast, is the smoke from burning forests during July, August, and for a few days in September, that frequently prevails and obscures the outlines of our grand mountains. But the autumn days are peerless in point of comparison.

Every feature of the landscape—river, mountain, plain and forest—stands in bold relief for a picture of harmonious beauty, as one gazes at it from the suburban hills of Portland. The perfect Indian summer air, the deep, cloudless sky, make the outlook simply glorious in these October days, when the dying sun gilds with ruby light the splendid snow clad mountain peaks. The hills about the city are covered with tall firs, whose slim spars fringe the crest, and make them look like a vast multitude of masts.

Almost at your feet the placid Willamette's floods flow tranquilly toward their home and grave—the mighty Pacific ocean; the eye falls first on the swelling foothills beyond the river, then on the blue, hazy line of the distant Cascades, rising majestically out of the misty shrouds that wrap their base, up to the great snow capped peaks of Mounts Hood, St. Helens and Adams, with the remote summit of Rainier just peeping over the everlasting shoulder of St. Helens. The first glimpse of these noble mountains makes a stranger understand the poetic enthusiasm of Lord Byron over "the snowy scalps and icy walls" of the eternal fastnesses of the Alps, and the reverent awe Coleridge experienced in the vale of Chamouni, at the sight of Mount Blanc.

In the immediate vicinity of Portland the trees are not of the kind that gleam with those brilliant gold, red and emerald hues that are the characteristic glory of the Eastern autumn; but those lovely dyes are not wanting in the woods at no remote distance. Passing up or down the Columbia one can see the purple hills in the distance, and the nearer slopes glowing with the fiery bushes of autumn. October has been justly styled a royal month. The forests are stained and flushed with crimson, amber, russet and gold. The sun early leaves, but

the west glows with his passing warmth, and gleams of violet and regal purple flit about the hills. The genial firelight fills the windows with a rosy cheerfulness, and the sharp air impels to the comforts of the well arranged parlor. The season for midnight talks and moonlight rambles is over. Young men and sentimental maidens can no longer linger at the gate, nor whisper sweet nothings under the spreading boughs of lordly oaks. But the country is really more beautiful than ever, and the once fashionable summer resorts are even more attractive than during the sweltering days of midsummer, or early September. The lights are fled, the hotel doors are closed; the galleries are deserted, dreary vacancies; the pretty women who drifted about the grounds have silently vanished; the boats have disappeared, and the tennis lawns are tenantless. A plague might have stricken the once populous resorts, so abandoned and silent the scene.

Nature glows and is dying from excess of beauty. The water reflects the brightest blue of the skies and kaleidoscopic hues of the overhanging foliage. The atmosphere is winey and delicious. Old Sol's rays are tempered so that one can rest for hours upon grassy slopes without experiencing a sense of discomfort. Paths through the woods are firm and dry. Snakes, toads and insects are rapidly vanishing. The over-wrought body and nerves find better rest when the air has been washed pure by the early fall rains, and is crisp and wholesome and buoyant, with a lingering suspicion of frost. Walking during these days is a most healthful exercise to both body and mind. One feels shod with steel springs as he speeds over hills and through valleys, taking full breaths of the inspiring amber air, and pausing anon to absorb mentally an alluring view up some long misty vale, a silver stream rattling

over its pebbly bed, or a blue lake, rimmed like a royal drinking cup, with a border of crimson and gold. October has lights and shadows that can never be seen in spring or summer. There are things enjoyable in this month not known to the springtime dreamer, or summer saunterer.

During an Oregon autumn the morning air is rich and clear; the radiance of the noonday is as soft as it is in a perfect October day east of the Allegheny mountains. Along the mountains and water courses grow many trees whose foliage flames and blushes like a sunset sea, before they expire and yield to the sere brown and vesture of decay. The bright berries of wild forest vines spangle the trees in luxuriant profusion as they wind their trailing tendrils about the trunks with wreaths of scarlet or beads of puple. Queen Flora, during this month, is on the last mile of her earth's journey, and her ample basket is almost empty of its fragrant gifts. Autumn passes to its death like a magnificent Indian princess, who gaudily decks her raven tresses and hangs her richest jewels from her neck, while she wraps her tawny body in her most gorgeous drapery, as if determined to be a queen in her royalty of dress until death dis-crowned her.

No more fitting place to drink in the rare beauties of the expiring season can be found than the handsome city park, overlooking Portland from the wooded hills on the west. No more appropriate spot can be selected for observation and tranquil contemplation. Amid the cool, refreshing woods one seats himself and yields to pensive reveries. All around a sombre spirit broods over leaf and flower; on every side are the subtle, undefinable touches of the expiring season. Over all rests a mellow radiance; everything is steeped in a golden, hazy exhalation. Here, "October with her

varied robes, 'broidered with dust and dew, calmly sleeps." The yellow paths are untrodden, and across the dim woody aisles the industrious spider has spun her gray, gauzy trceries. Here are seen the scarlet berries of the dogwood, and the deep wine-tinted leaves; there, the bluish-green foliage of the cedar, blended with the russet berries of that evergreen; there the light and deep orange dyes of the leaves of the wild, aromatic cherry and the mountain maple; here peeps forth the fiery crimson of the little maple. Mingled in perfect harmony with all these semi-Tyrian colors, are the deeper and lighter shades of green displayed by the numerous members of the coniferous family. Flocks of small, bright-plumaged birds flit in their arrowy movements from bough to bough, and fugitive glances are caught of the brownish-yellow pine squirrel, that "sylvan harlequin," as he spryly darts from tree to tree. From out the depths of the thicket come the liquid notes of feathered throats, stirring the calm like the echo of a dream. Rural sounds harmoniously blend with the noisy commercial activities, and the distant and subdued roar of city life. Tiny insects sport in the sunlight, and chirp their happy measures beneath the sered and bronzed herbage. From afar is heard the lowing of cows and the plaintive bleating of the flocks. Anon the breeze sweeps past, toys caressingly with leaf and branch, softly frets the tops of lofty firs, pauses in its course, dies away, and again moves on in its viewless wanderings, sighing, singing and whispering to the pensive woods in its many mysterious tongues. Human life is symbolized here in every phase and aspect of nature. Fading foliage, withering flowers, the steps of decay visible in all the vegetable world; the very touch of the air and the softly bending heavens seem to speak warningly of the winter of death not far away.

How like the familiar lesson of our all the world is radiant with leafy lives! Beauty, fragrance, life and joy charms. All wither as the season speeds pervade the distant and shadowy avenues to its goal. Just like human existence. of the wood. The herbage springs from Prattling infancy, innocent childhood, earth, the buds expand, dews fall, rain the pride and strength of maturity, age, descends, the skies smile serenely, and decrepitude, and then the common grave.

J. M. BALTIMORE.

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### WHY FALL THE LEAVES ?

Why fall the leaves?  
The boughs that with such tender care  
Sustained them, rustling, in the air,  
Tho' still as strong, are stripped and bare;  
The sun is bright; the sky is fair;

Why fall the leaves?

The breezes through the forests moan  
And sob, to find their playmates gone;  
The ravaged limbs, with creak and groan,  
Repine that they are left alone;

Why fall the leaves?

Their rustling music soothed the wold;  
But, widely scattered, brown and gold,  
They lie, and, after Winter's cold,  
Will quickly turn to forest mold;

Why fall the leaves?

Their span is run, and Time has cast  
Their lot with millions in the past;  
And millions more, still following fast,  
Will live, grow old, and die at last,

As died these leaves.

H. L. W.

## THE FAIR CITY OF PERTH.

Hear Land o' Cakes, and brither Scotts,  
Frae Maidenkirk to Johnny Groats,  
A chiled's amang you taking notes  
And faith, he'll prent it;  
He's ta'en the *antiquarian trade*,  
I think they call it.

**P**ERTH is more attractive in its surroundings than in itself, though the town lays claim to some architectural elegance, and its prettiness, if not its healthfulness, is increased by the sinuosities of the Tay, the pride of Scotland, through its midst.

Great Tay, through Perth, through towns,  
through country flies—  
Perth the whole kingdom with her wealth  
supplies.

It is a place of great antiquity, and according to tradition, it was near a spot beyond the wooded heights of the Cloven Craggs, on which the Roman army, under Agricola, stood entranced with the matchless view, and exclaimed "Ecce Tiber! Ecce Campus Martius!" (the Tay and its meadows, or inches). To this boast "Anonymous" thus responds in "The Fair Maid of Perth," with whose opinion I heartily coincide, having been able to compare the Roman and the Perthshire rivers—

"Behold the Tiber!" the vain Romans cried,  
Viewing the ample Tay from Baiglie's side,  
But where the Scot that would the vaunt repay,  
And hail the puny Tiber for the Tay.

Scott was enraptured with this view early in life, and many years later declared he had had no reason to alter his opinion. He thus writes of it: "One of the most beautiful points of view which Britain, or perhaps the world, can afford, is, or rather we may say was, before the

alteration of the road, from a spot called 'The Wicks of Baiglie,' being a species of niche at which the traveler arrives after a long stage from Kinross, through a waste of uninteresting country, and from which, as forming a pass over the summit of a ridged eminence, he beholds, stretched beneath him, the valley of the Tay, traversed by its lordly and ample stream; the town of Perth, with its two large meadows, or inches, its steeples and its towers; the hills of Moncrieff and Kinnoull faintly rising into picturesque rocks, partly clothed with woods; the rich margin of the river, studded with elegant mansions; and the distant view of the huge Grampian mountains, the northern screen of this exquisite landscape." The leveling spirit of the age has destroyed this view. Arriving by rail under the hill, we lose most of it.

The hill of Kinnoull rises in romantic majesty from the north side of the Tay, with Moredun, or Moncrieff, the glory of Scotland, on the opposite, or Southern, side. There is, of course, no end of traditions and legends connected with these localities, and report says that Kinnoull often served as a hiding place for Wallace when pursued by his enemies, and that some precious stones are actually to be found on Kinnoull hill—amethyst, of a pale sea-green color, or white, and occasionally beautiful

purple specimens occur. But that the rocks do positively contain fine agates, known as "Kinnoull stones," we had ocular evidence. The castle of Kinnoull formerly stood on the slope of the hill, though there are no traces of it now, but the "Castle of Kinfanus" may yet be seen, described by Smith of the Wynd, in "The Fair Maid," as "a goodly fortalice, indeed. A brave castle, the breastplate and target of the bonnie course of the Tay."

The chivalrous and romantic history of its first settler, in connection with the origin of the knightly family of Charteris, Lords of Kinfanus, is interesting. The citizens of Perth had, for several generations, found a protector and provost in the family of Kinfanus, which was often necessary at the period when the strength of the feudal aristocracy frequently controlled their rights and insulted their privileges. When Sir William Wallace had expelled the English invaders from his native country, he sailed for France, in hopes to obtain assistance from the French monarch, to aid the Scots in regaining their independence. When near Dieppe, his vessel was boarded by the ship of a celebrated pirate, bearing the blood-red flag, called the "Red Rover," and commanded by Thomas de Longueville, who called himself a friend of the sea and an enemy to all who sailed upon it. His successful piracies, courage, wonderful power, etc., made him a terror to all, and the capture of the ship having Wallace on board was declared inevitable by the captain, as no vessel could escape the Red Rover.

Wallace smiled and sternly replied, "I will clear the seas of this rover." Calling all his men together, he directed them to arm themselves, and lie flat upon deck, so as to be out of sight. He then permitted the Red Rover to cast out his grappling irons, but received him

and his men on deck with a desperate and unexpected rencounter. Wallace dashed the sword from the Rover's hand and they fell on deck, locked in each other's arms in a desperate grip. Wallace conquered; the Rover's men threw down their arms and begged for mercy. The victor granted them their lives, but took possession of their vessel and sailed into harbor with the flag of the Scottish lion on his shield of gold, raised above the piratical flag. At Wallace's request, the robberies which the pirate had committed were forgiven by the French king, who offered to take him into his service, but the Rover had contracted so great a friendship for his generous conqueror, that he insisted on uniting his fortunes with those of Wallace. He returned with him to Scotland, and fought by his side in many a bloody battle, where the prowess of Sir Thomas de Longueville was inferior to that of none, save of his heroic conqueror. His fate was more fortunate than that of his patron. Being distinguished for the beauty as well as strength of his person, he rendered himself acceptable to the heiress of the ancient family of Charteris, who bestowed on him, with her hand, the fair baronial castle of Kinfanus and the domains annexed to it.

The lordly place, or a more modern successor, upon which I looked from the hill of Kinnoull, while recalling the romance of chivalry of its origin, stands amid the fertile scenes adjoining it, overhanging the broad and winding Tay, the queen of the valley.

A pleasant incident is associated with my Kinnoull day. I accosted a benevolent looking Scotch lady in the street, inquired the direction, and was answered that she herself was going that way, as she lived on the slope of the hill, and if I would permit, would be pleased to join me in my walk. We entered into conversation, and I derived much intelli-

gent information from her concerning the city. I observed how frequently she was saluted by those whom we met, and judged her to be a person of consideration, from the evident respect shown to her. I told her I wished very much to see the view from the Wicks of Baiglie, so greatly admired by Scott in the opening chapter of "Fair Maid of Perth," and, of course, the house of the "Fair Maid" herself. She replied that if I would accompany her home, she could point out from the windows the route I must take the next day to reach the former, but added, smilingly, "I think I can give you a view equally fine and extensive without going so far in search of it."

On reaching her residence, a spacious and luxuriant one, she escorted me up stairs to the beautiful rooms which commanded the windings of the Tay, valley, city and hills, with the heights of Cloven Crag toward the south, and indicated the whole grand *coup d'oeil* from every point of view. "May I not know," said I, handing her my card, "to whom I am indebted for so much friendly courtesy?" Going to her armoire, she presented me with her card, from which I learned, afterward, that she was the widow of a distinguished Presbyterian clergyman, recently deceased. On descending, she urged me to the drawing room, and introduced me to an old lady, her mother, who was entertaining visitors. In the course of conversation, some topic of Scottish history came up, and adjourning to the library for our references, we were soon cozily seated around the center table, consulting our several authorities as if we had been acquainted all our lives. On taking my leave of the interesting family, with this privileged peep at the domestic interior, my hostess insisted upon making a portion of the ascent with me, that I might not lose the nearest way, bidding me go "a

wee piece this way, and a wee bittie that." Was not this friendly? And there are those who talk of Scotch churlishness in their travels. We met universally with hospitable kindness and ready civility. Although alone on my climb, and with rain imminent, I determined to secure the glorious prospect from the top of Kinnoull, and occupied about an hour and a half in the gradual, though toilsome, ascent, only to catch one grand, comprehensive, whole, "*unum sed leonem*," when at once everything was obscured in mist, and I was wrapped about as with a wet blanket in descending. Notwithstanding my disappointment, that one glance will be "a joy forever," and was better than the traveler's record of his experience in the visitors' book at Rigi Kulm—"We have missed all the scene, but seen all the mist"—which *jeu d'esprit*, I am happy to say, was of an American clergyman.

The low altitude of the mountains in general, and the smallness of the rivers throughout the British Isles, always disappoint an American, accustomed to the grander features of his own country, and on viewing them for the first time, he finds himself drawn to parody the boast of "Anonymous" in his turn, thereby proving himself the greater boaster, perhaps, but with the greater reason.

Behold Helvellyn! the proud Scotchman cries,  
Mighty to climb, majestic in size;

But where the Webfoot would the vaunt make  
good,

Remembering Rainier, Adams and Mt. Hood.

Perth was the ancient capital of Scotland, and enjoyed that dignity down to the year 1482. A short distance up the east bank of the Tay, stood the venerable abbey of Scone (Scoon) where so many monarchs were invested with the crown of sovereignty, while seated on the stone, afterward transferred by Edward I. to Westminster abbey, as mentioned in a previous article. The last

sovereign crowned at Scone was Charles II., in 1651.

The beautiful pleasure grounds of the North and South inches, spacious public parks, are highly prized by the citizens. In the North inch, which is larger than the South, the Perthshire hunt meets annually, and the Caledonian hunt once in every four years. It has also its historic associations. The year 1396 witnessed there that desperate clan battle, so graphically described in the "Fair Maid," and here, at the west of the statue of Prince Albert, stood the summer house, called the "Giltan Armour," belonging to the grounds of Blackfriar's monastery, from which King Robert III. and his suite viewed the bloody scene. Here the Old Pretender reviewed his troops before and after the battle of Sheriffmuir in 1715, and in 1745, the "Young Chevalier" reviewed his soldiers on the same ground. Asking information as to the locality, our hostess of Cuthbert cottage told me I should recognize the site of the old monastery as being that of "a self-contained" house, opposite the statue on the other side of Tay street, by which she meant, I presume, the house I saw by itself, within an enclosure.

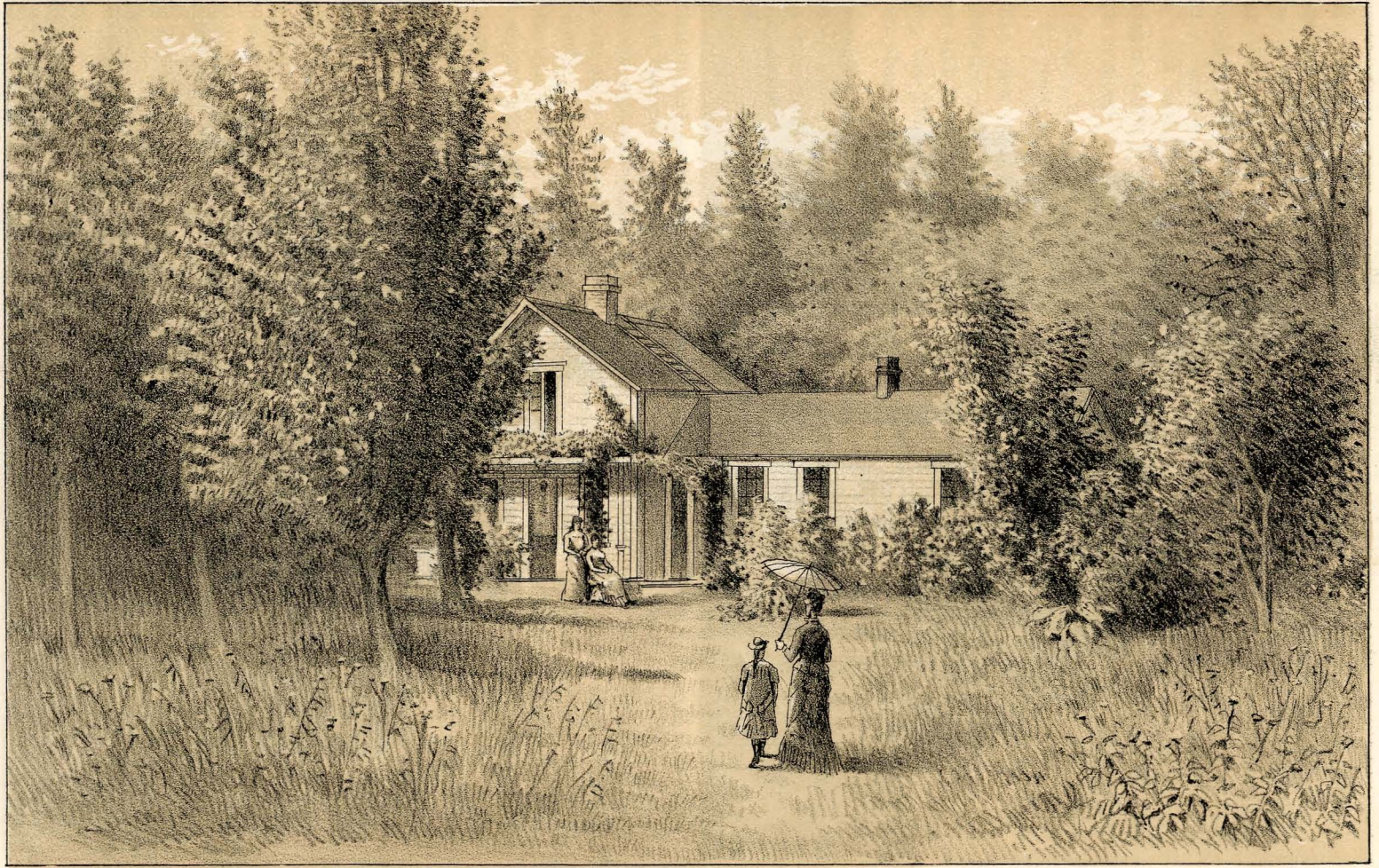
Under St. John's church there is a burial ground, which has belonged for many centuries to the Mercers of Aldie. It was obtained by the gift of the North and South inches to the city; hence the couplet—

Some say the Mercers tried the town to cheat,  
When for two inches they did get six feet.

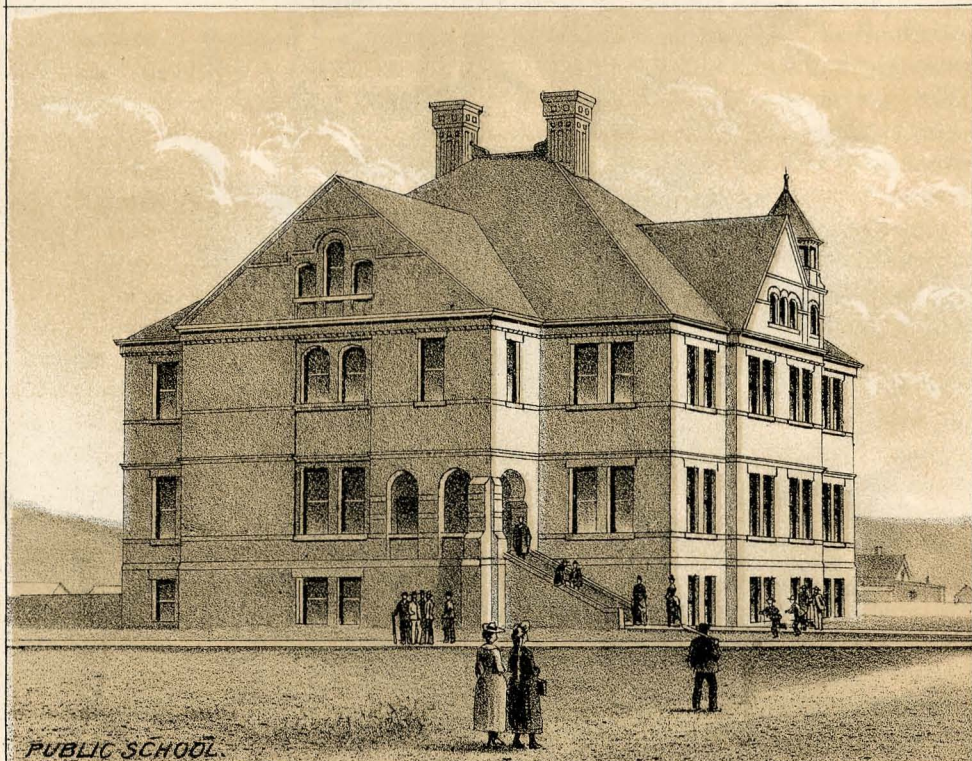
It was in St. John's church that, on the 11th of May, 1559, John Knox preached the sermon "vehement against idolatry," which led to the demolition of the monasteries. At the head of Blackfriar's wynd, through Curfew row, we come to an old tenement, the house of Samuel Glover, father of the Fair Maid of Perth, with a niche in the cor-

ner next the wynd, in which a small image of St. Bartholomew, the patron saint of the Glover incorporation, used to stand. We know this saint was flayed alive. Was he so honored for the value of his skin by those of his craft? The building is in a neglected condition, and having the advantage of not being modernized, looks, except for its latticed windows, very much as we may suppose it to have looked when occupied by Samuel Glover and his noble minded daughter. The parliament sometimes meets in the dominion monastery church, and here it was that James I., one of the wisest and best of the Scottish kings, was assassinated, in 1437, through the jealousy of the aristocracy. The monastery of Grayfriars was destroyed with the Dominican and the Carthusian, a great ornament to the city, and the only one the Carthusians had in Scotland at the time of the reformation. The statue of Sir Walter Scott, the work of a local sculptor, stands on the South inch.

The county buildings and jail occupy the far-famed Gowrie house, within which was enacted that dark tragedy of August 5th, 1600, familiar to all readers of Scottish history. I never passed a bronze tablet of the Gowrie house, by Sir John Steel, R. A., placed in a blank window of a building, without stopping to admire it. The Gowrie family were held in the highest esteem by the citizens, and the "conspiracy" with which the king charged the last earl, actuated by unfounded jealousy, was disbelieved at the time in the town, and is still viewed with suspicion. There were too many contradictions in the royal narrative for general belief, and Osburn, an English writer of the period, says, "No Scotchman you could meet beyond seas but laughed at it." That the memory and character of Gowrie, considered the "handsomest and properest" man of his time, were very dear, is a certain fact,



TREE-GROWTH NEAR NORTH YAKIMA.—RESIDENCE OF W.D. INVERARITY.



FORT BENTON, MONTANA.

PHOTOS. BY DAN DUTRO.

and his name was a proverb used by those who did not know there ever existed such a man as Gowrie, half a century after his death. A mother, in caressing her infant, would say, "My braw earl o' Gowrie—my bonnie earl o' Gowrie," the antithesis of the threat with which mothers were wont to hush children to sleep.

Hush ye, hush ye, little pet ye,  
The black Douglas shall not catch ye.

The view from the bridge of Perth, embracing delightful prospects of the town and its romantic environs, of the river, the North Inch and the distant Grampians, possesses peculiar charms.

Northward glance thy raptured e'e,  
On mountains piled to heaven's e'e—bree—  
Our giant guards o' liberty,  
The Grampian chain,  
Like billows o' a stormy sea  
Congealed to stane.

Before the erection of the present bridge, two previous ones had been successively swept away, the last in 1621, and the only mode of crossing the Tay at Perth, for one hundred and fifty years, was by ferry boats. That the Tay has always been an unmanageable river to cross, a more recent disaster at Dundee bears record.

A house, at the junction of Watergate with High street, bears on its front a marble tablet, with an inscription, "Here stood the Castle of the Green," which castle was said to have stood upon the site of an old British temple, which the Romans subsequently dedicated to Mars. "Hollinshed's Chronicle" repeats the ancient story, that, previous to the christian era, the son of Regan, second daughter of King Lear (made famous by Shakespeare), ruled over the whole island of Britain, and built three temples—one to Mars, at Perth; one to Mercury, at Bangor; and the third to Apollo, in Cornwall. About 1788 the pres-

ent building was built by the Golfers, on the site of the "House of the Green." Three feet below the level of the street, the workmen came upon two flat arches, which they broke through. Beneath each was an apartment, twenty-six by fourteen. The walls of large stones, strongly cemented, were three and one-half feet in thickness. In one apartment was a door to the north, and in the other one to the south. I leave to antiquarians to determine whether these were the remains of the temple.

Every tourist is expected to visit the spot, in the vicinity of Perth, rendered memorable by the affecting story of the two maidens, "Bessie Bell and Mary Grey." These two beautiful women were kinsfolk, and so strictly united in friendship, that even personal jealousy could not interrupt it. The narrative says that they were visited by a handsome and agreeable young man, who was so captivated with their charms, that while confident of a preference on the part of both of them, he was unable to make a choice between them. While this singular position of affairs among the three continued, the breaking out of the plague forced the two ladies to take refuge in the beautiful valley of Lynedoch, where they built for themselves a bower, in order to avoid the danger of infection from human intercourse. They did not, however, include the lover in their renunciation of society, and having visited them in their retirement, he carried with him the fatal disease. Unable to return to Perth, his residence, he was nursed by the fair friends with all the tenderness of affection. He died, however, having first communicated the infection to his devoted attendants. They followed him to the grave, lovely in their lives, and in their death undivided. Their burial place, near the bower they had built, is still visible in the romantic vicinity of Lord Lynedoch's mansion.

Two stanzas of the original ballad commemorating them, alone survive—

Bessie Bell and Mary Gray,  
They were twa bonnie lassies,  
They bigged them a bower on yon burn brae,  
And theekit it over wi' rashes.

—  
They wadna rest in Methvin kirk,  
Among their gentle kin,  
But they wad lie in Lednock braes  
To beck against the sun.

Sir Walter Scott, in his "Border Minstrelsy," says: "There is, to a Scottish ear, so much of tenderness and simplicity in these verses, as must induce us to regret that the rest should have been superseded by a pedantic modern song, turning upon the most unpoetic part of the legend; the hesitation, namely, of the lover, which of the ladies to prefer." To a Scottish ear, its "tenderness and simplicity" are undoubtedly pleasing, but to the general acceptance it can not compare with the unspeakable melancholy and pathos that lulls the heart and brings tears to the eyes, in the ballad of "Auld Robin Gray," as sung in Scotland. After each verse there is a long reverie in vague notes without words, and each succeeding verse takes up the story weeping, regretting, yet resigned.

When the sheep are in the fauld and the ky at hame,  
And a' the weary warld to rest are gane,  
The waes o' my heart fa' in showers frae my e'e,  
While my gude-man sleeps very sound by me.

Some one, I know not who, writes of it: "If the Greek strophes of Sappho are the very fire of love, these Scotch notes are the very life's blood and tears of a heart stricken to death by fate." With the writer, "I know not who wrote the music, but whoever he be, thanks to him for having found, in a few notes and in the mournful melody of a voice, the expression of infinite human sadness."

The season of the year did not favor a trip farther north, into the highlands of

Perthshire, and our disappointment was great at not seeing the lovely "Birks of Aberfeldy, sung by Burns, nor the pass of Killiecrankie, nor Birnam, with its wood of Shakespearean fame, the prophesy relating to Macbeth not to be fulfilled, as we know,

Till Birnam woods do come to Dunsinane,

with the accent on the last syllable, according to the requirement of Shakespearean rhythm, but which should be pronounced *Dun-sin-an* by local authority. It is said that if an intelligent stranger were asked to describe the most varied and the most beautiful among the provinces of Scotland, he would name the county of Perth as that where most emphatically is

Beauty found lying in the lap of terror.

Half an hour by train to Dundee took us to the hospitable home of valued friends in the environs of that city, whose acquaintance we had made nearly two years before, during a tour to the lake district of the poets, in Westmoreland and Cumberland, where we had made delightful trips in company from Keswick to Buttermere, Patterdale and Troutbeck, halting at the Falls of Lodore and enjoying the scenery from the top of one of the coaches that ply in those romantic localities, with the seats specially arranged for easy riding and sight seeing. A long-to-be-remembered day, spent partly on the Ulleswater, witnessed our parting at Penrith, and we were now to pay a long promised visit to them in their Scottish home; but alas! not until its honored head, the devoted and revered husband and father, the beloved and respected citizen, and the entertaining friend, had left it. We found the widow cheerfully serene, faithfully fulfilling life's noblest duties in the responsible care of her family of five sons and as many daughters, who had cause, in the dual relation she sustained to

them, to "rise up and call her blessed." Their tender consideration for her, from the least to the greatest, had a touch of chivalry in it, and I always consider that privileged fireside interview, generously set apart from all other visitors, as sacred to friendship. In her I was constantly reminded of the description given of "Lady Christian," and felt that "to see the raiment of her life about her, one should see the way she has made the body and vesture of her home; the sweet attitude in which she stands with mother, children and friends; the moral and spiritual grouping, and all in the light of the shining of God's face upon his heaven; a heaven that lies here and there in hearts and households and societies, not only where the kingdom has begun to come," but wherever she may aid it to enter.

The tie which binds those who mourn the same dead is greater than that which unites those who love the same living. The family residence, one and one-half miles out from town, is approached by a long avenue, and is surrounded by extensive grounds. It is of gray stone, and in its solidity, its heraldic carvings, its arched passages and massive walls, four or five feet in thickness, looks like a house with a history; and it has one, in so far that it is over four hundred years old, and once harbored, for a time, Prince Charlie, who planted the gnarled and twisted oak tree, which one sees from the drawing-room windows.

The Tay assumes noble proportions at Dundee, and the house commands, diagonally opposite, the new railway bridge over the river, with its curve a mile and a half long, which was, at the time of our visit, in process of construction. We all remember the fearful disaster in connection with the railway train of the old bridge, and our hostess described to us, in vivid language, with that appealing and impressive intentness that comes

from personal narration of a catastrophe witnessed, or as having taken place in one's immediate vicinity, the events of that winter night, with that wild elemental strife. Almost within stone's throw of them, while the family were on their knees at evening prayer, amid the howling wind and the frenzied waves, that bridge went down, with its freight of human life, without a survivor to tell the tale, or the possibility of help or hope from either shore. In the morning, the first realization the family had of the mournful tragedy was the awful absence of the familiar structure spanning the Tay from shore to shore. A dread blank, that needed no words of explanation—of import too significant to require it.

Our invitation to our friend's home was for a week, but, to our regret, we had but a day to give, and of that we made the most. Dining early, after the seclusion of the forenoon, with the children and governess, contrary to the customary late dinner, we drove, in the afternoon, around the city and to the park and eastern necropolis. These grounds cover nearly forty acres in extent, and are tastefully laid out, with many handsome monuments, and with a greatly diversified landscape, commanding, at various points, extensive views of the Tay and the surrounding country. Dundee is the third town in Scotland in extent of population, and is the principal seat of the linen trade in Great Britain. The houses are many of them old, lofty and dark, and, with its gloomy streets, it bears some resemblance to a continental city. It is a place of great importance as a maritime town.

The Albert Institute, erected in honor of the late Prince Consort, contains, on the lower floor, the free library, being the first of its kind, I believe, established in any of the large towns of Scotland.

I learned of but one monument of architectural fame, the old steeple of St. Mary's church, which is pronounced a great curiosity. It is one hundred and fifty-six feet in height, and is said to have been founded by a brother of the Scottish monarch, William III., in gratitude for his deliverance from a shipwreck in the Tay. The round, green hill, "The Law," in the rear of the town, commands a fine panorama—the mouth of the Tay, the Bell Rock lighthouse, the bay and town of St. Andrews, and the German ocean. After an early tea, escorted by the eldest son and daughter to a near way-station, we took the 6:30 p. m. train for Perth, carrying with us the remembrance of our Dundee day as one of our most cherished European recollections.

C. L. HENDERSON.

### TO THE COLUMBIA RIVER.

<p>Oh, beautiful Columbia! Thy waters dark and deep,          Speak to my heart of mysteries so infinitely sweet,          I fain would lave beneath the wave whose depths thy jewels keep.</p> <p>I yearn to pierce thy secret, the secret of thy power,          That giveth thee such grandeur, and doth thy soul endower          With strength to brave, undaunted, the storm king's darkest hour.</p> <p>I long to learn the lesson that floods thy soul with song,          Until thy jovous cascades leap merrily along,          All obstacles surmounting, so turbulent and strong.</p> <p>Anon, thy placid waters invite my soul to rest,          Thy mirrored stars allure me to float upon thy breast,          Heaven's choicest gifts seem hidden beneath thy wave's white crest.</p> <p>The cliffs, that tower above thee, look upward from thy heart;          The sentinels that guard thee unbidden seem to start          From out thy deeps, as of thy life they were with God a part.</p> <p>Oh, deep, mysterious waters! From whence thy source and life?          Oh, darkly turbid waters, heaving in angry strife,          Thy undertone proclaims thee freighted with human life.</p>	<p>Thou, grand and mighty river, art dowered with life divine,          That from thy star-lit waters angelic faces shine,          Proclaiming thee immortal, with the mystic sea of time.</p> <p>The human life above thee, from God's love draws its source,          The hidden life within thee is from the same grand source—          The infinite doth guide thee in all thy winding course</p> <p>From rock-bound mountain fastness, where, like a little child,          With untried feet, thou glidest from deep springs undefiled,          Through lonely gorge and deep ravine and forests dense and wild,</p> <p>Through peaceful vales and meadow lands, through pastures sweet and fair,          By rural homes sequestered from all the world's sad care,          Or racing with the iron horse, whose wild shrieks pierce the air.</p> <p>Where'er thy course God guides thee, until thy wandering's o'er,          Thou reach'st the grand old ocean, thy home forever more,          To mingle with its waters and kiss the immortal shore.</p> <p>Thus human life is guided, if like Queen Nature's child,          We trust the light within us and know we're deified,          Through Christ's divine humanity, love, pure and undefiled.</p>
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JULIA P. CHURCHILL.

## FORT BENTON, MONTANA.

THE first business enterprise in the region about Fort Benton, was a trading post of the American Fur Company, which was established by Jas. Kipp, in 1831, at the confluence of the Marias and the Missouri, twelve miles below the site of the present city. It was soon ascertained that the location was not a desirable one, and the post was moved to Brule bottom, a few miles up the Missouri; but even this site did not satisfy Major Culbertson, who succeeded Mr. Kipp in charge of the post. He finally, in 1846, removed to one of the most beautiful bottoms of the Upper Missouri, where nature had made ways of entrance and exit at every point of the compass. Fort Benton was then built, the finest and most complete trading post in the western country, the ruins of which still stand as a monument to the heroic spirits of that period. Thus was laid the foundation, not only of a magnificent business on the part of the American Fur Company, but as well (what was never dreamed of then) the foundation of the future commercial center of the great territory of Montana, at the head of navigable waters of the Missouri river.

Fort Benton was the key to the situation in this vast region during the supremacy of the American Fur Company, and this is no less true of the succeeding period, when the gold hunters made their way to the mountains and the steamboats plied the waters of the Upper Missouri. In 1860 the first steamboat arrived in Fort Benton, carrying only supplies for the fur company. In 1862 there were four arrivals, and in

1865 there were eight, bringing the pioneers of the mountains and general supplies. In 1866 thirty-six steamboats came, and thirty-nine in 1867, with increased numbers in succeeding years, and Fort Benton ceased to be exclusively an Indian trading post. Independent traders located, and the commerce which has since grown to such vast proportions, had its beginning. The rush to the mines from every direction added to the importance of Fort Benton, it became the *entrepot* of the territory—the point to which all freight and supplies were shipped by the river, and thence distributed by wagon transportation to the various mining camps—and was the “liveliest” town in the West. Business houses were established and fortunes rapidly made. In a few years, all the freight for the Northwest Territory of Canada came by way of Fort Benton, and was thence distributed by freighting outfits to all parts of the country. This condition of affairs continued—the town meanwhile growing to goodly proportions, and upon a basis so substantial as to render it famous in that respect throughout the Northwest—until 1882–3, when the completion of the Northern Pacific railroad on the south, and the Canadian Pacific on the north, completely changed the condition of affairs.

\* \* \* \* \*

In the foregoing, the attempt is made to show that Fort Benton is the natural trading point in this whole Northwestern region, and that through the fur and placer periods it was the center of trade and business, the most important point

in the Upper Missouri country, or in the whole of Montana. In this connection it might be stated, that during the years of greatest activity in the fur business, scores of trading posts were established in this region, some of them on the Missouri river and others at important points on tributary streams, and today Fort Benton is the only town of consequence at any of these points to survive the extinction of the buffalo and other game. It is an illustration of the law of "survival of the fittest."

In 1883 the Northern Pacific was completed to Helena, and to the north of us the Canadian Pacific had forged its way through the prairie and wilderness to the Rocky mountains. These roads are nearly the same distance from Fort Benton, and they cut off on immense section of country, that, before that time, had been tributary to this city, in a greater or less degree. About the same time, or a little earlier, the buffalo "disappeared from the face of the earth," in a manner approaching the mysterious, and the lucrative trade in robes thus suddenly came to an end. But meantime other important changes were going on. The domestic herds and flocks were fast taking the place of the buffalo and deer, and thrifty settlers located in the valleys to engage in farming, combined with stock growing. If the railroads on either side of us cut off immense tributary country, they helped to people, and to some extent develop, what remained, and thus compensation was given and Fort Benton continued to be the trade center and chief supply point of Northern Montana, in which section a gradual growth in population and wealth was going forward. Having the Missouri river as an artery of commerce, upon which two or more lines of boats were constantly maintained during the season, our merchants were enabled to meet the competition of the railroad points, and

in some particulars had the advantage of them. A few figures from the assessment rolls will show how advancement was made during this period. We will take Choteau county, of which Fort Benton is the seat of government, to illustrate the case, although portions of other counties are, and have been, tributary to the river metropolis. In 1877 the assessed valuation of Choteau county was only a little over \$500,000.00, and this wealth, for the most part, was confined to the town of Fort Benton. In 1880, the assessed valuation of this county had increased to \$1,500,000.00, and in 1887, notwithstanding the severe stock losses of last winter, it will not be less than \$4,000,000.00. In 1880, the sheep industry in this county really had its beginning. As showing how this branch of the stock business has grown since that time, we quote the following extract from the statement of Mr. L. W. Peck, secretary of the Montana Wool Growers' Association, made at the banquet recently given by the Fort Benton board of trade, to the wool growers of Northern Montana: "Mr. Peck stated that he would confine his remarks principally to the business of the country tributary to Benton, or what is known as Northern Montana, and would simply state a few facts. From this section, after a hard winter, there would be marketed the fleeces of four hundred thousand sheep, aggregating two million two hundred and twenty thousand pounds. There will also be turned out forty thousand wethers for shipment and sale, as well as two hundred and fifty thousand pounds of pelts, which latter represents the serious loss of the past severe winter, the worst ever known in Montana. Upon the opening of the Milk river reservation, the territory tributary to Fort Benton will be doubled, and five million pounds of wool and eighty thousand wethers will be shipped from this point."

Last year one million two hundred and fifty thousand pounds of wool were shipped by the Missouri river from Fort Benton, and this year the shipments will reach two million pounds, which represents, in cash, about \$500,000.00, the greater portion of which will be left with our merchants for supplies necessary to carry on the business till the next "harvest time." The growth of the cattle business has been equally rapid. In 1880 there were but a few small herds in Choteau county, where now there are over one hundred thousand head, valued at \$3,000,000.00. In 1880 the number of farms in Choteau county was exceedingly limited, while in 1886, thirty-nine thousand one hundred and sixty-four acres of improved land were assessed, the same being valued at \$284,470.00.

\* \* \* \* \*

We have now entered another and important period—one that will witness quicker and greater changes than have yet taken place—the railroad era. A miracle in railroad construction, almost, has been performed in the building of the St. Paul, Minneapolis & Manitoba railroad from the Red river valley west across the trackless prairies of Northern Montana, to the Rocky mountains. Although four hundred miles of this road are through an Indian reservation, and probably an equal distance through unsettled public lands, yet the completed track reached Fort Benton September 20th, upon which occasion, with imposing ceremony, and in the presence of Mr. J. J. Hill and a party of capitalists from New York, a silver spike was driven in honor of the event.

For a distance of nearly two hundred miles the railroad passes through the center of Choteau county, and its influence in promoting the development of the various resources of this section will be simply wonderful. It will inaugurate a complete revolution by the settle-

ment of the country, the building of new towns, etc. The Manitoba will not long have the field to itself; other roads are certain to enter, and branch lines will be constructed in every possible direction; the mines of the surrounding mountains and our immense coal fields will be fully developed and pay rich tribute to the railroads; the ranchman, wool grower and stock farmer will take possession of Northern Montana; the vast herds will be divided up, and the occupation of the cowboy will be gone. These are some of the changes that will take place, and under this new *regime*, Fort Benton will keep pace with the progress of events about her. Situated at the head of navigation of the Missouri river, her position is the strongest possible one. It has proved so in the past, and will in the future. Just as all railroads in the Northwestern states lead to St. Paul, so they will in the New Northwest to Fort Benton. They must come to the river. In time, the railroads will be distributors and feeders for our great water way, the Missouri river, and Fort Benton, the City of Destiny, will be the commercial center of the North Rocky Mountain region.

Fort Benton is beautifully situated on the west bank of the Missouri river, on a large, high, gravel bottom. Its streets are broad and regularly laid out. It contains some of the heaviest and wealthiest mercantile firms in Montana, among which may be mentioned T. C. Power & Bro., who are also owners of the Block P line of steamers, plying between this city and Bismarck and way points. T. G. Baker & Co. are also well known, and are largely interested in business enterprises in the Canadian Northwest. Murphy, Maclay & Co., branch of John T. Murphy & Co., of Helena; Gans & Klein, of Helena, and many others, comprise the business houses of Fort Benton.

There are many fine public and pri-

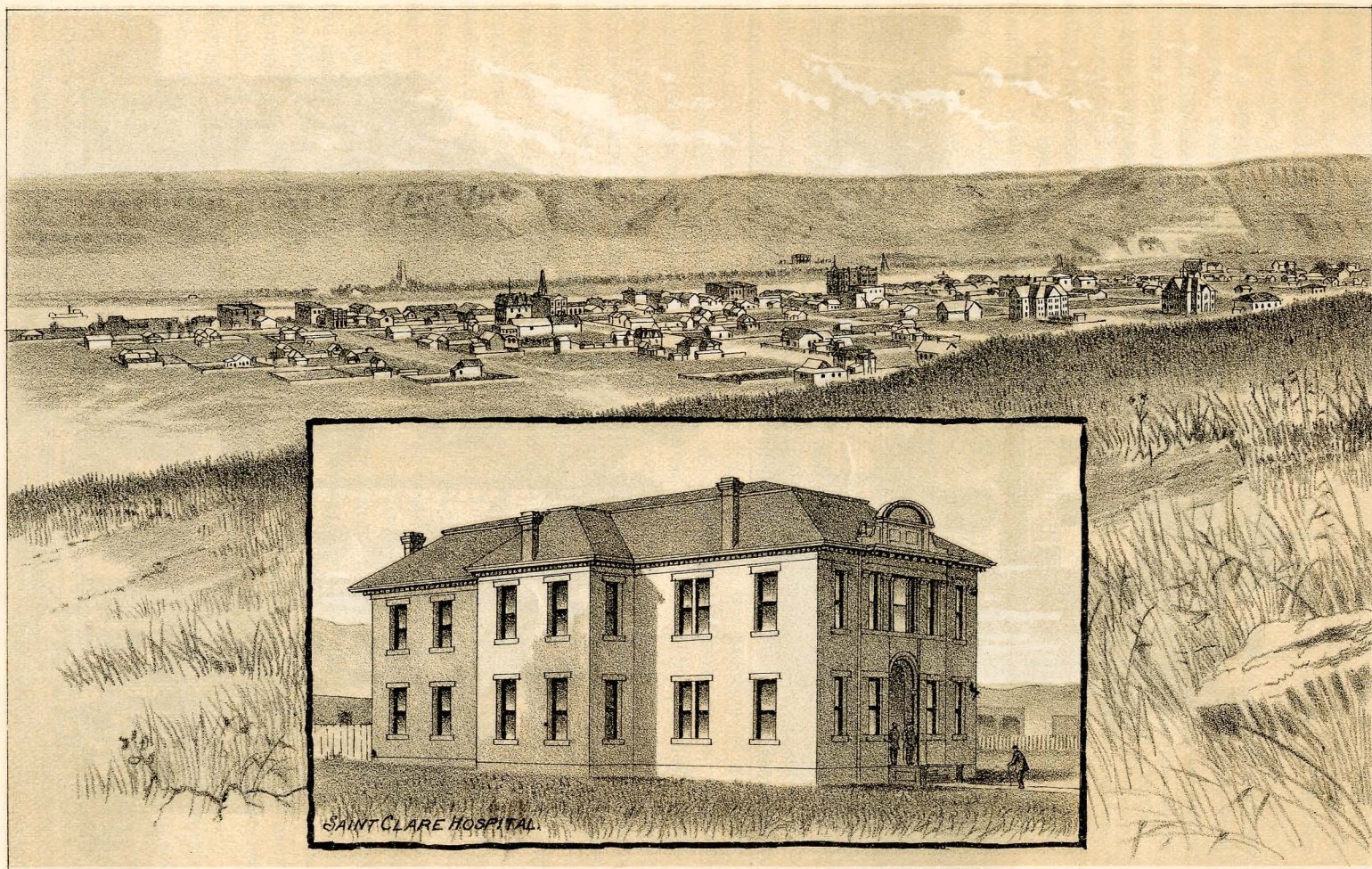
vate buildings, three churches—Catholic, Episcopal and Methodist—a fine hospital conducted by the sisters of charity, a splendid court house and jail, and one of the best public school buildings in Montana. The city was incorporated in 1883, and is conceded to be the most orderly in the territory. In no other city of its situation is life and property more safe. There has not been a murder trial in its courts for a period of more than ten years.

Two new enterprises have recently been inaugurated, viz. water works and a bridge. A Holly system of water works, to cost about \$75,000.00, for which the city council has recently granted a franchise to Geo. T. Woolston, of New York, is now being put in. This includes twenty-five double-nozzle fire hydrants, which are to have a pressure of seventy-five pounds to the square inch, for fire purposes, which will dispense with engines and will be a complete protection against fire. An iron truss bridge across the Missouri, for which negotiations are now pending between the city and the San Francisco Bridge Co. and others, will cost about \$40,000.00.

Fort Benton is well supplied with hotels, and is a most delightful summer resort, its climate being a great deal more salubrious than a person would naturally suppose in so high a latitude. It lies from eighty-five to one hundred and forty-five miles north of towns on the line of the Northern Pacific, but as its altitude is from five hundred to two thousand feet lower, it has, in reality, a climatic advantage over them to the extent of from four to twenty degrees of latitude. In other words, for agricultural purposes, the difference in altitude practically puts this section south of those points the number of degrees stated.

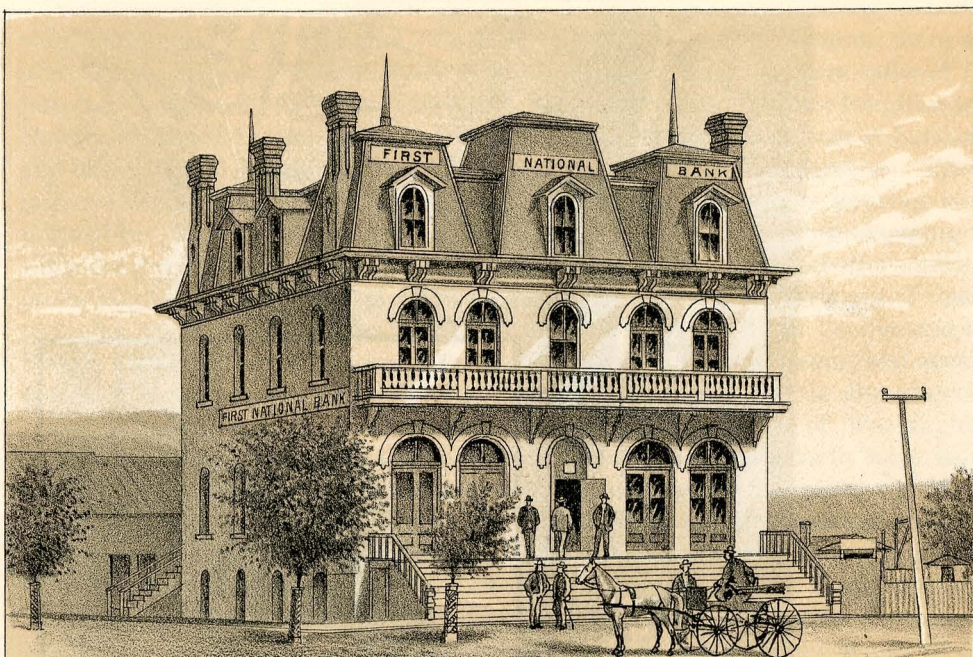
To parties contemplating a change, there is no place that offers a more in-

vitating field than Fort Benton; more especially now, since we have railroad facilities and are assured low freight rates. There are many special lines of business that would prove remunerative. There is an urgent need for a flouring mill, and any one contemplating engaging in that business can find no better opening than here. There is also a grand opening for a woolen mill, to be operated by either water or steam power; and speaking of water power, while almost every town in the territories of Washington, Idaho and Montana seeks to boom itself on its water power facilities, right here in Fort Benton is the best available water power for manufacturing purposes to be found in any of them, available for the reason that it can be more easily and cheaply applied than at any of the water power towns that advertise as such. I allude to the Teton river, which is some seventy feet above the level of the bottom upon which Fort Benton is situated, and which can be brought into it at a comparatively trifling expense. In fact, there is a company organized now with that as its object. If steam power is preferred, we are in the midst of the greatest coal fields in all Montana. Choteau county is more abundantly supplied with coal than any other section of the same dimensions in any of the territories of the United States. Surrounding Fort Benton, at every point of the compass, fine veins of bituminous coal are found. Owing to the lack of railroad facilities in the past no effort has been made to develop the mines to any great extent. The only market was Fort Benton, which has heretofore been supplied by one or two veins situated on Belt creek, thirty miles distant. In the Milk river valley, in the vicinity of Fort Assiniboine and the Belknap Indian agency, northeast of Fort Benton seventy-five miles, coal of a superior quality is found in every coulee and along every



GENERAL VIEW OF THE CITY OF FORT BENTON, MONTANA.

PHOTOS. BY DAN DUTRO.



FIRST NATIONAL BANK.



GRAND UNION HOTEL.

FORT BENTON, MONTANA.

PHOTO. BY DAN DUTRO.

stream. At the Belknap agency it has been used for years past, both for fuel and blacksmithing purposes.

This same vein crops out in coulees near the springs on the Assinniboine stage road, twenty-four miles from Benton, and has been used by freighters and hunters, in camp in the open air, for cooking purposes, so freely does it burn. The croppings of veins in the Milk river valley have been found in extent of country fifty by one hundred miles. The Manitoba railroad comes through the very center of this immense field. Directly west of Fort Benton, near the town of Dupuyer, coal has been found in abundance, and is used by the farmers and stockmen, as well as by the citizens of Dupuyer. All along the Teton river, which approaches to within three miles of Benton, float coal and croppings have also been found extending west to the Rocky mountains, one hundred and twenty-five miles distant. South of Fort Benton, at Sand Coulee and Deep creek, points almost on the line of the Manitoba railroad, large veins of coal have been discovered and sufficiently developed to prove that it exists in large quantities and good quality. On the Dearborn, still farther to the south and west, is a large coal field, developed to some extent, through which the line of the Helena & Northern will run on its way to Benton.

The advent of railroads will provide the means to handle and distribute the product of these mines at reasonable figures. We will be brought in quick communication with the quartz mining districts, where unlimited quantities of the article are used. This will justify the opening and working of the measures on a large scale, for, in addition to the demands stated, the railroad will require an immense amount for its own use. Competition between rival coal companies and opposing railroad lines

will make the article cheap, and Northern Montana will step to the front as the great coal producing section of the territory.

The following table shows at a glance the relative average production of Montana farms as compared with the states:

PRODUCE.	IN THE STATES.	IN MONTANA.
Wheat.....	11 to 15 bus.	30 to 40 bus.
Barley.....	24 to 30 bus.	40 to 50 bus.
Oats.....	20 to 25 bus.	45 to 60 bus.
Hay.....	1 to 1½ tons.	1½ to 2 tons.
Potatoes....	100 to 150 bus.	300 to 450 bus.
Onions.....	200 to 250 bus.	350 to 450 bus.
Cabbage....	.....	7,000 to 9,000 lbs.
Sugar Beets..	.....	1,000 bus.

A careful study of the above, which presents only a few of the leading articles, will give the thoughtful reader a clearer idea of our agricultural possibilities than whole pages of writing. From the enormous yield and easy cultivation of the sugar beet, this would be a splendid point for the erection of a refinery of beet sugar. Strawberries, raspberries, currants, gooseberries and huckleberries are found growing wild throughout this section, in many places in abundance. There are, also, other native berries, peculiar to this section and climate, that grow everywhere along the streams in great profusion.

A few persons in this vicinity are now turning their attention to the production of small fruits, and are succeeding admirably. Our market is being supplied with home productions, that, for size and flavor, can not be excelled in any country. This industry is much more profitable here than in the states, for ready sale is always found, and better prices obtained.

Tomatoes, musk melons and water melons are successfully cultivated in all the valleys adjacent to Fort Benton. In the mining districts from one hundred and fifty to two hundred miles south of us, melons and tomatoes can not be grown, owing to the fact that their table

and bench lands are too elevated, making the seasons between frosts too short.

The country is full of the wrecks of boom towns. Along the line of every railroad that has been built for years, real estate sharks have platted boom towns and sold their lots and customers at the same time. Like mushrooms, they sprung up in an hour and faded away. Many of the present citizens of Fort Benton have seen this town grow from a small collection of adobe huts, that marked the site of an Indian trading post, to a handsome, thriving city, whose buildings, public and private, are second to none in the territory. They came here before a railroad was surveyed in this whole section—before even the surrounding country was peopled, as it now is, with farmers and stockmen. Here they laid the foundation of the commercial center of all that vast country east of the Rocky mountains and south of the British line. The foundations were laid broad and deep, and time will prove that they are permanent. Here they established a business center and built up homes and accumulated fortunes, and established a name and credit in financial circles, of which many an older and more populous community might be justly proud. The business transactions of the leading firms of Fort Benton are not bounded by the lines of their own county, territory or country, but they extend across international boundaries, and even beyond the seas, and their

financial standing commands the respect and confidence of business men and bankers everywhere.

The business of the merchants of Fort Benton has been on an immense scale. They have supplied the growing demands of an empire in extent, they have filled the huge contracts for all the supplies needed by the military posts and Indian agencies of two governments throughout this great section; they have built and maintained lines of steamers to do this large business; and they have done this single handed and alone, and often in the face of strong opposition.

There are points in every county, that nature has made commercial centers. The trails of the first savage inhabitants here naturally met and diverged, and marked the lines of travel for coming civilization. These points are the first that lay in the path of infant commerce; here she erects the first rude structures and plants the germ of "empires yet to be." This law of nature is unchangeable, as her edicts always are. Fort Benton occupies that favored position. In the midst of a comparatively undeveloped country, rich in agricultural, pastoral and mineral resources, surrounded on all sides by veins of the finest coal, at the navigable head of the longest river and grandest system of inland navigation in the known world, Fort Benton has nothing to fear. She may well advertise these facts to the world; she can do so honestly and with great pride.

## Northwestern News and Information.

**ROCKY FORK ROAD.**—Work has been begun on the branch of the Northern Pacific running from near Billings, Montana, up the Rocky Fork to the coal mines and the Clarke's Fork quartz mines, near Cooke City. It will be pushed to completion with great activity.

**THE NORTH UMPQUA BRIDGE.**—The county commissioners of Douglas county, Oregon, have contracted for the erection of a steel bridge across the North Umpqua, at Winchester. The structure will be five hundred and eighty-four feet long, with foundations of iron cylinders filled with concrete, and will cost \$45,000.00. This will be the largest and most expensive bridge in Oregon.

**ELECTRIC LIGHT AT EUGENE.**—The Eugene Electric Light Company is putting in a plant to supply Eugene City with a system of incandescent electric lights. This is one of the leading business towns of the Willamette valley, and this improvement is an indication of the spirit of enterprise which is pushing it rapidly to the front. It is a good business point, and is situated in one of the most fertile portions of the valley.

**NEW SAW MILL AT SEATTLE.**—The Windsor Brothers, two wealthy lumbermen from Michigan, have purchased a tract of land on Smith's cove, Seattle, and will at once erect a large saw mill, with a capacity of two hundred thousand feet per day, and which will give employment to about one hundred and seventy-five men. Much of the machinery is ready for shipment. The new mill will be advantageously located for shipment of lumber by both rail and water.

**SEATTLE AND THE NORTHERN PACIFIC.**—There is every probability that the line of the Columbia & Puget Sound road, leading up Cedar river from Seattle, will now be extended to a connection with the Northern Pacific, at what is known as the "common point," on Green river. It is only necessary to construct about seven miles of track to accomplish this, which will place Seattle in direct communication with

Eastern Washington, and fifteen miles nearer than any other point on Puget sound.

**NEW RAILROADS IN WASHINGTON.**—Estimates of construction of the first twenty miles of the LaCamas & Tacoma road have been completed, and the work of building may soon be commenced. The route of a railroad from Tacoma, running five miles into the timber southeast of the city, is being surveyed, and will be built at once. It is to be used for lumbering purposes, but will be so constructed that it may become a portion of a regular line, possibly of the one referred to above.

**CALIFORNIA & OREGON R. R.**—The long tunnel through Siskiyou mountain, on the line of the northward extension of the California & Oregon, was completed early in October, and the track laid beyond that point. Another tunnel, farther north, has just been finished. With the completion of this tunnel and the construction of thirteen miles of track north of it, the connection will be made. It is anticipated that through trains between Portland and San Francisco will be running by the first of December.

**HELENA'S WEALTH.**—The assessed valuation of city property in Helena, for the current year, is upwards of \$8,000,000.00, of which somewhat more than one-half is real estate. This is an increase of \$2,500,000.00 over last year, and shows a wonderful progress in the capital of Montana. In that time, the city has been reached by a second independent line to the East, and has had three branch roads constructed from it through tributary country. It is the great railroad and financial center of the territory.

**THE DEPTH OF BUTTE MINES.**—The deepest mine in the Butte City camp is the Lexington, which is eleven hundred and fifty feet deep. The Alice and Anaconda are both down to the one thousand foot level, and the latter is about to continue its shaft to the depth of two thousand feet. The Mountain View, now down three hundred feet, will continue sinking to two

thousand feet, stations being established every hundred feet. It will not be many years before the leading mines of Butte will be exploited to a depth of three thousand feet.

**THE GUYE IRON MINES.**—The much mooted question as to whether the Kirke Iron Company would purchase the iron mines of Snoqualmie pass, or those near Cle-Elum, is probably settled. It is definitely stated that Peter Kirke has purchased a two-thirds interest in the celebrated Guye mines, at Snoqualmie, and will at once begin the erection of iron and steel works on Salal prairie, on the line of the Seattle, Lake Shore & Eastern. Seattle will be the chief shipping point of the product of the works, and will be vastly benefited by its association with so great an enterprise.

**THE UPPER MISSOURI.**—The two bars in the Upper Missouri, which have interfered with navigation to Fort Benton in seasons of low water, have been permanently removed by the government engineers. These are the Cracondunez and Shonkin bars. The work has been accomplished chiefly by closing up all side channels with substantial dams, and as the Missouri is gravel and rock bottom for three hundred miles below Fort Benton, the current will be able to keep the channel clear, and afford uninterrupted navigation, except during the winter season.

**SEATTLE, L. S. & E. RAILROAD.**—Contract has been let to G. W. Hunt for another section of forty miles of the Seattle, Lake Shore & Eastern, the first ten miles to be completed by April, and the remainder by September, 1888. This will carry it past the iron mines and through the Snoqualmie pass, to within forty miles of Ellensburg. The projectors announce that contracts for two hundred and fifty miles more will soon be let, to be completed by October, 1888, thus crossing the entire territory. It is generally supposed that this line will be met by the Manitoba, which is now practically as far west as Butte, and thus form a new overland route.

**THE GRANITE MINE SOLD.**—One of the best mines of the Cœur d'Alene, the Granite, situated on the divide between Canyon and Nine Mile creeks, about five miles from Wallace, has been purchased by Van B. DeLashmutt, of Portland, and H. M. Davenport and George B. McCauley, for \$38,500.00. The *Free Press* says:

"The property is considered one of the best

in this section. The Granite has been under bond to Mr. Goldsmith, of Portland, and it was generally supposed that he would be the purchaser. It is most gratifying to see capitalists investing such large sums in the mines of this region, and is conclusive evidence that Cœur d'Alene is destined to be the great mining center of America."

**PUGET SOUND SHIPPING.**—During the month of September forty-two cargoes of lumber, containing thirty-one million feet, were shipped from Puget sound ports, upwards of six million feet going from each of the ports of Blakely and Tacoma. During the same period Tacoma forwarded eight cargoes of coal, aggregating twenty-five thousand five hundred and fifty-nine tons, and Seattle shipped twenty cargoes, containing twenty-five thousand one hundred and seventy-one tons. The total tonnage sailing from the sound ports in September was seventy-seven thousand three hundred and sixty-two, and the total value of exports was \$972,200.00, being \$253,150.00 for coal, \$393,250.00 for lumber, and \$325,800.00 for produce.

**THE BIG HORN DITCH.**—The large canal of the Colorado Ditch Co., in Northern Wyoming, is finished. This ditch is twenty-six miles in length, and reaches from the mouth of the Nowater down the Big Horn river almost to the mouth of the Nowood. It carries a fine volume of water, and covers thirty thousand acres of splendid bottom and first bench land. A great many desert claims have been taken up on the first bench lands, and the work of entry still goes on. The bottom lands, including much valuable natural hay ground, are being homesteaded and pre-empted. The Colorado Ditch Co. has taken out this ditch for colonization purposes. Before an inch of ground had been broken, one hundred Colorado families were engaged as settlers. These families will, next spring, if not this fall, enter upon possession of the new and prosperous homes prepared for them on the rich lands of the Big Horn. The cost of this ditch is about \$70,000. Other settlers will find this a good location.

**PORT TOWNSEND & SOUTHERN R. R.**—The articles of incorporation for the proposed establishment of the Port Townsend & Southern railroad have been signed by the San Francisco capitalists interested and returned for approval. The line of the railroad will commence on the bay of Port Townsend, take a southward course through the counties of Jefferson, Mason, Che-

halis, Thurston, Lewis, Cowlitz and Clarke, to a point on the Columbia river where the most practicable connection with railroads in Oregon can be made. Steamships will be operated on the waters of Puget sound and the navigable rivers of Washington territory. The company will also buy, own, sell and operate mines containing mineral in Washington territory. The capital is placed at \$3,000,000.00, divided into thirty thousand shares, at a par value of \$100.00 each. A reconnaissance of a route for the Port Townsend & Southern is now in progress, along the western side of Puget sound.

THE HIDDEN TREASURE BONDED.—The Hidden Treasure mine, situated on the South fork of the Little Blackfoot river, Montana, was on the 4th instant bonded by Messrs. Martin & Dixon, to L. D. Hawes & Company, of St. Paul, for \$40,000.00, \$5,000.00 being paid down and the balance to be paid in ninety days. The same company has already put a force of men to work grading a road from the mill site to the mine, over which machinery for a forty-ton plant can be hauled. It has not yet been decided whether or not the plant will be a pulverizer or a stamp mill. The mine is at present developed only by an open cut, but men are pushing work as fast as they can possibly do so. The cut is thirty feet in length and twenty feet deep, being all in ore of a gold bearing character, having no base rock whatever. Many samples of ore taken from this body assayed, on an average, \$32.00 per ton, though many pieces selected from the dump have run as high as \$8,000.00 or \$10,000.00 per ton. It is no uncommon occurrence to see free gold in the rock as it clings to the ledge. There is enough ore in sight to warrant the erection of the mill, but the depth of the ore body can not yet be determined.

SOOKE COPPER MINE.—We are gratified to be able to announce that the Sooke copper mine will be developed immediately, and that a local company, with a sufficiency of capital, has been organized for that purpose. Arrangements were completed on Thursday between Mr. F. G. Richards and the other owners with the company, whereby active operations will begin tomorrow, and a thirty-ton smelter will be erected as soon as possible. The Sooke copper mine is about twenty miles from Victoria, on the straights. About twenty-four years ago it was owned and worked by an English company, when a shaft one hundred and forty-five feet deep, and drifts three hundred feet in length,

were excavated and the ore shipped to Swansea and smelted. The ore yields from twenty-two to sixty per cent. of metal, and is said to be very easily worked. The location of the mine is certainly everything that could be desired, as ships can be docked within a few feet of the works. When worked before, it failed for various reasons, but especially on account of the great expense attending mining operations in those days and the lack of proper appliances. The quantity is believed to be practically unlimited. The new company is composed of local men of means and enterprise, who have our best wishes in their praiseworthy endeavor to develop one of the latent resources of our province.—*Victoria Times*.

MONTANA VEGETABLES.—Sometime since, Andrew Whitesides, the boss gardner at Harvey Creek (Bear Mouth), said: "When the crop ripens, I will send you up a specimen of my vegetables." They came last Monday, and if we were baching, the supply would carry us through a hard winter. The following are specimens with weight when pulled: one cabbage, thirty-three and one-half pounds; one rutabaga, thirty-one pounds; one long yellow turnip, nineteen pounds; one white egg turnip, eighteen pounds; one purple top turnip, sixteen pounds. Accompanying these were some monster onions, and a few standard apples, the latter being specimens from young trees. They are a fine variety, and next year a fine crop is anticipated. With these came also a lot of thrifty alfalfa, "the second cutting from the seed bought from the Deer Lodge Drug Co., to show people that it will pay to raise it." These specimens were placed on exhibition for a few days, and would have attracted attention at any agricultural fair not wholly given up to horse races. While these exceptionally fine specimens are not, probably, of as fine texture and quality as medium sizes, they are merely selected as fine specimens to show to what size they will grow. Mr. Whitesides has hundreds of tons of the marketable sizes, and is a most successful grower.—*Deer Lodge New Northwest*.

THE GOLDEN CIRCLE SOLD.—L. C. Fyhrie, who had a bond on the Golden Circle group of mines, at Gibbonsville, Idaho, has effected their sale to J. F. Carter, of Philadelphia. The amount paid is \$30,000.00. The purchase includes eleven distinct mines, all more or less developed, a ten-stamp mill, a very valuable water power, chlorination works, and all the buildings formerly used as accommodations for

the men, and processes used in the past for the extracting of the gold. The improvements on the ground represent a value of \$20,000.00, but as the processes thus far used have proven failures, and allowed the gold to go to waste, their practical value is represented by a much less amount. The high grade ores have all been worked out, and though large amounts of gold have been saved, yet owing to imperfect methods, the tailings are of considerable value, both for the amount of gold contained and deposits of quicksilver wasted. The ore has run into iron pyrites, and has proven too refractory for the methods used. Mr. Carter is a thorough practical miner of wide experience, who has developed what he calls a desulphuring process, which took him six years to perfect, at a cost of \$100,000.00, which is just suited for the treatment of this class of ore. He has seventy thousand pounds of machinery in transit, and means to push the work to immediate completion. The first work will be an eleven hundred foot tunnel, which will tap the Sucker lode at a depth of eight hundred feet. This will represent an expense of \$10,000.00 on the start, and shows the confidence Mr. Carter has in his purchase, and he asserts his belief that, were it near a railroad, its value would run up in the hundreds of thousands.

**MONTANA MINES.**—A carefully compiled table of the dividends paid by United States mining properties, to October 1, 1887, credits Montana with \$9,263,286.00, as follows:

Alice .....	\$ 750,000.00
Amy and Silversmith .....	384,529.00
Boston and Montana .....	520,000.00
Elkhorn .....	180,000.00
Empire .....	33,000.00
Granite Mountain .....	3,000,000.00
Hecla Con. ....	1,047,000.00
Helena M. & R. Co. ....	197,970.00
Hope .....	183,252.00
Jay Gould .....	55,000.00
Lexington .....	565,000.00
Montana, Ld., (Drum Lummon) ..	1,736,535.00
Moulton .....	350,000.00
Original .....	123,000.00
Parrot .....	138,000.00
Total .....	\$9,263,236.00

It must be considered that the bulk of these dividends have been paid within the last four or five years, and that \$2,000,000.00, or nearly one-fourth, were paid during the first nine months of the current year. These are figures never equaled by the Comstock lode in its palm-

iest days; yet as these are all legitimate mining companies, and the stock is not used as a gambling foot ball, there is none of that demoralizing furor, which San Francisco reveled in over the Comstock mines.

**NEW DISCOVERIES AT SNOQUALMIE.**—About four miles northeast of the famous Denny iron mines, in Snoqualmie pass, on the western slope of the Cascades, has been discovered a mountain of magnetic iron ore, also large ledges of marble and limestone, and three ledges of silver quartz. One of the discoverers says:

"There are three well defined ledges of silver, which assay all the way from \$22.00 to \$64.00 per ton. The largest ledge is thirty feet thick, and is of brown, porous quartz, and assays \$64.00 per ton. These ledges are on the south branch of the Middle fork of the Snoqualmie, and twelve miles from Salal prairie, with an easy route for a railroad within a mile of our claims. The locators are George A. Pratt, T. G. Wilson, Richard Jeff, Norman R. Kelly and Charles M. Sheafe. Each of these parties has located an iron, marble, limestone and silver claim, making twenty locations in all. The silver ledges have been named 'Silver Lake,' 'Mountain Goat' and 'Extension,' and the iron mountain has been named 'Chair Peak,' and the mine itself, 'Snoqualmie Lode.' Harry Whitworth, our engineer, named the mountain on account of its striking likeness to an old arm chair. In the spring, we are going to cut a road directly into the heart of our mines, going up the North Fork, and we are already to take steps to commence developing our silver, and expect to be well under way by midsummer. We will have no trouble in inducing either the Seattle, Lake Shore & Eastern or the Columbia & Puget Sound Company to build to our mines as soon as we are in a position to do so, and we expect to be in that position before a great while. Our iron assays fifty-seven per cent., pure magnetic iron, and we have enough in sight to furnish traffic for one road for twenty years."

**CINNABAR COAL MINES.**—Mr. H. F. Brown, an agent for Harry Horr, and representing both Helena and Butte capitalists, arrived in this city Tuesday last, and has since been making preliminary arrangements to begin work on the Horr coal mines, at Cinnabar. Mr. Brown is a thorough and experienced coal expert, and we had the pleasure of meeting him. He informed us that he intended at once to begin development work on these mines on an extensive

scale, with the chief aim of ascertaining the extent and quality of the deposit. Work for the present, and during the coming winter, will be confined to running tunnels and placing the mine in good running order. If, when this is done, there be a sufficient amount of coal in sight, a large number of coke ovens are to be erected for the purpose of converting into coke the entire coal output. The size of the coke plant will depend wholly upon the amount of coal there is to be had at this place. As to the coking quality of the coal, Mr. Brown said that he had made numerous tests of coal taken from this deposit, and that each test proved conclusively that it is of excellent quality for coking purposes. In the tests made, an average of seventy-one per cent. of the weight of the coal used was the weight of the coke obtained, and this, Mr. Brown stated, is a better average by six per cent. than is obtained at Connellsville, Pennsylvania. The coal taken out this fall and winter will be disposed of, as profitable sale can be found for it. As many men will be employed at once as can be worked to advantage on the mine, and this force will be increased as developments progress. Roadmaster Schofield went up to Cinnabar Thursday to locate and lay out a side track from the Park branch line to the mouth of the mine, the construction of which is now in progress. A telegraph office is also to be established at the mine forthwith.—*Livingston Enterprise*.

**KOOTENAI LAKE COPPER.**—The Kootenai region, both in Idaho and British Columbia, has been known for some time as having a number of very promising mining locations in gold and silver, but it has not been generally known that copper was to be found in paying quantities. Within the past few weeks, however, within half a dozen miles of Kootenai lake, have been located mines of gray copper ore, which promise to be the richest of the kind on the continent. A number of the principal owners clubbed together and made up a purse recently, with which the services of a noted mining expert of Chicago were secured to come out and investigate. He came and made a thorough examination and returned to Chicago. His full detailed report has not yet been received, but before boarding his home-bound train, he assured the mine owners that the prospect exceeded anything he had ever seen, and that it was no exaggeration to say that there was at least a million dollars worth of ore in sight. The locators are principally from this side of the line, but enough are from the Queen's do-

minions to make a strong effort to have the Kootenai lake district exempted from duties on supplies imported from the United States. This region is so remote and inaccessible from the Canadian Pacific railway, that its only hope of an early development lies through its accessibility from the Northern Pacific railroad. The only natural route to this region is from Sand Point, a station on the Northern Pacific railroad on the banks of lake Pend d'Oreille, on a good forty mile wagon road to Bonner's ferry, thence up the outlet to the lake by steamer. Rumors of these strikes have been spreading for several days past, and a big rush to the new mines is anticipated. Although this article treats principally of the copper prospects, the gold, silver and lead mines of that region are by no means to be overlooked, as they are already assured to be very rich.—*Spokane Falls Chronicle*.

**BAKER COUNTY PLACERS SOLD.**—The well known Nelson gravel mines, on Salmon creek, eight miles west of this city, have been sold to a California company, of which S. W. Blasdel is manager, for \$350,000.00 cash. The mines comprise eighty acres of patented mining land, and for the past fifteen years have been the property of Mr. L. W. Nelson, who has worked them constantly during that time, taking in the neighborhood of \$250,000.00 in gold from them. Although a large force of men have been employed on these mines for years, they are scarcely more than well opened up, they being of such magnitude and depth that it has taken almost an incalculable amount of work to put them in condition for working properly on an extensive scale. The new company is taking hold in a business-like way. They have already employed a large force of men, and are constructing reservoirs, building ditches, cuts, etc., preparatory to making a big run next summer. It is the intention to put two giants, throwing a six-inch stream, in operation, and in every respect the mines will be worked by the best means known to the practical mining men of our day.

For years the principal water supply for working the Salmon creek mines has been obtained from the Auburn canal, the first of its kind ever built in Eastern Oregon, being constructed in 1862-3. This canal has conveyed water for a distance of over twenty miles to Auburn, and kept that camp in water during the mining seasons for twenty-five years. Through its means, directly, we may say, \$3,000,000.00 or more have been taken from the treasure vaults of Auburn, and thrown on the world for circulation.

The recent purchasers of the Salmon creek mines, seeing the great necessity of owning the Auburn canal in conjunction with their mines, have bought it outright from the Marysville Mining Company, of California, for \$35,000.00.—*Baker City Democrat.*

PEACE AND MACKENZIE RIVERS.—There is a vast territory in the northeast section of this province, comprising many millions of acres, about which, as yet, positively, but little is known. This is outside the three million acres given by this province to the dominion in connection with the so-called Settlement Bill, of 1884. Those who have traversed portions of it give glowing accounts of the country tributary to Dunvegan, which at present is the most important trading post on the great Peace river. The soil is described to be exceedingly rich; the forest growth one of great value, for in it is to be found large quantities of white pine, cedar and many varieties of hard wood. The coal fields are of great extent, and from these there are flowing streams of crude oil petroleum. In the precious metals, the reported gold strikes indicate that there is to be found yellow dust in quantities which may rival Cariboo's palmiest days, California's bonanza fields or Australia's nuggets worth many thousands of dollars. That these valuable economics will not be allowed much longer to remain hidden or undeveloped, is almost a certainty. This summer, Mr. Wrigley, chief commissioner of the Hudson's Bay Company, left Winnipeg on an exploring expedition down the Mackenzie river to the Arctic circle. He did not venture to the mouth of that great stream, as did its discoverer, Mr. Mackenzie, after whom it was named. That gentleman's crew were so afraid to venture so far, that he was compelled to make prisoners of his boat's crew of Indians. They had a tradition that the evil Manitou dwelt on the banks of this mysterious river near its mouth, and that, like unto Gorgon, his very looks would kill. Since then, civilization, ever on the alert for new fields and pastures green wherein to work, has brought about wonderful changes. Even on that remote, solitary river, steaming in its grandeur, down the bosom of the almost unknown river, the pioneer steamer awakes the echoes. This steamer was built expressly for the trade of that river and the country tributary thereto. Mr. Wrigley's account of the trip across the country to Dunvegan, and thence down and up the Peace river, and thence to the great Mackenzie in its onward course to the Arctic ocean, is one of more than ordinary in-

terest. The pioneer steamer on the northern waters bears Mr. Wrigley's name. His trip on her extended down to the delta, where the river Peel joins the Mackenzie, and with the return voyage, made a distance of three thousand seven hundred miles sailed. The banks of the river are reported timbered all the way down to the Arctic circle. The scenery is grand. The snow capped summits of the Rockies are in plain sight to the west, while to the eastward other mountains are seen. Like the Danube, the Mackenzie has its iron gate, where, for the distance of a mile, it flows between perpendicular walls of limestone. It was nearly midsummer when the party made their most northern point, and then continuous daylight was enjoyed. Coal beds were found, and in one place a plenteous flow of natural gas was discovered, which was set on fire and left burning. Wild fowl and game in abundance add to the attractions of an outing on this Mississippi of the Arctic.

THE DRUM LUMMON BONANZA.—The Drum Lummon is now indisputably the greatest silver-gold mine in the world. It gets bigger every day. An undeveloped extension of it is valued at \$1,000,000, and when that shall be developed, its own extension will be worth as much more. The Englishmen who own the Drum Lummon do not appreciate the immensity of the property. The last report of the company contains some interesting figures on results so far achieved. It says that "during the first half of 1887, the gross bullion output was \$1,126,191.82, and the total cost of producing the same only \$349,201. From these profits two interim dividends were declared, each at the rate of thirty per cent. per annum, aggregating \$495,000. The bullion output shows an increase of nearly \$400,000 over the same period of last year, obtained at a cost of only \$90,687, expended in increasing the plant. The average yield per ton of ore crushed in the high grade mill was \$48.46. The new sixty stamp mill for low grade ore paid for itself and yielded a net profit of \$20,000.00 the first six months. The cost of working was \$2.83 per ton crushed. Since the formation of the company, in January, 1883, the total amount of dividends paid aggregate \$1,736,535, running at the rate of six and three-quarters per cent. per annum, at the start, to thirty per cent. at the present time. In working the mine, two thousand seven hundred and eighty-one linear feet were excavated, and the estimated amount of ore reserves on June 30 was two hundred and four thousand

five hundred and seventy-five tons." These are indeed eloquent figures, and yet, only seven or eight years ago, Tommy Cruse was hammering away in the tunnel which bears his name, and was often hard up for a grub stake. Yet he kept on and finally found a mine. But we doubt that, enthusiastic and visionary as he was accused of being, he ever thought the time would come when the dividend record of the Drum Lummon would be in the millions, when one hundred and twenty stamps would be hammering away on its product, and when its ore reserves should be calmly stated to measure two hundred thousand tons above the six hundred foot level.—*Butte Inter-Mountain*.

KLAMATH COUNTY, OREGON.—Klamath county, of late, is attracting considerable attention. It has an area of one hundred and sixty townships, five thousand seven hundred and sixty sections, three million six hundred and eighty-six thousand four hundred acres. Of this, forty-eight townships, one thousand seven hundred and twenty-eight sections, one million one hundred and five thousand nine hundred and twenty acres, are embraced in the Klamath Indian reservation. When the few hundred Indians shall have taken allotment in severalty, about a million acres of land will be open for settlers. The southern and eastern portions of the county are mostly agricultural land, producing, without irrigation, large yields of winter wheat, fruit and vegetables. The western and northern portions are somewhat mountainous, much of it covered with good pine. The county seat, Linkville, with its unsurpassed water power, fine country and beautiful lakes surrounding it, has prospects as promising as any of the many flourishing villages of the state, has now a population of some four hundred live, energetic, industrious and law-abiding citizens. A first-class hotel, Presbyterian church, a flouring mill with a capacity of forty barrels per day, about to be doubled; saw mill capable of cutting twenty-two thousand feet a day, a number of stores with good stocks, drug stores, agricultural implement houses, etc., etc. Daily (except Sunday) mail and four-horse coach leave for and arrive from Ager, a town on the Oregon & California railroad, a distance of fifty-seven miles. Tri-weekly stages and mail also run to Fort Klamath and Lakeview. Next month, when the railroad is completed between Ashland and Tunnel, a distance of twelve miles, the time between Portland and Linkville will be reduced to thirty hours. As we remarked, speaking of soil, most of the land in the eastern and

southern parts of the county is properly agricultural, though now occupied largely by stock men. In this county are three hundred and twenty sections of state (school) land, to be had at \$1.25 per acre, besides the government lands, subject to homestead, pre-emption and timber claim settlement; also large tracts of pine lands subject to purchase under act of congress of 1878, at \$1.25 per acre, affording ample room for thousands of settlers to obtain homes and lands. The people here are agitating the question of building a railroad down the valley of the Klamath, some fifty-seven miles, a feasible route, to Ager, a station on the Oregon & California road, near where it crosses that river on an iron bridge—a safe, solid structure. It is probably little known, outside of this immediate locality, that we have, at Linkville, one of the very best water powers on the Pacific coast. Link river, the connecting link between the Upper and Lower Klamath lakes, is a stream of an average width of about three hundred feet, and from the head of the river, which is the lower end of Upper Klamath lake, to where it passes under the bridge at the town of Linkville, a distance of a little more than a mile, it has a fall of between sixty and seventy feet, thus giving propelling power sufficient to turn the wheels of all the machinery that can be located along its banks. One of the most favorable features of this stream for motor power, is the constant and uniform flow of water, having for its source of supply the Big Klamath lake, which has an area of more than two hundred square miles. The difference between high and low water is seldom more than eighteen inches, and in this respect it probably has few, if any, equals on this coast. No expensive dams are required, which require an almost constant expenditure to keep them in repair; but with good locations, a constant, plentiful and even flow of water, this is one of the best and cheapest water powers on the continent, and only requires brains and capital to make it a source of immense revenue; and we confidently expect, at no distant day, to see the water of Link river furnish the motive power to turn the wheels of manufacturing establishments along its banks.—*Linkville Star*.

THE MANITOBA R. R.—The track of the Montana Central, as that portion of the Manitoba system west of Fort Benton is called, has reached Great Falls, and will be in Helena by the middle of November. When the track will reach Butte is uncertain, as much depends on the weather during the winter. It is the ex-

pectation to reach that city by the first of May. it may be that the snow will be so deep in Elk park by the time the train reaches there, as to seriously interfere with operations. This is the only delay anticipated. The grade now requires only a little additional work to complete it, then all will be ready for the tracklayers, except that the Wickes tunnel will not be completed, and the range will have to be crossed there by an overhead line. Work in the tunnels is going on satisfactorily. The Wickes tunnel is about a mile and a quarter long—between sixty-two hundred and sixty-three hundred feet. Of this, only about eleven hundred feet have been completed. In the Woodville tunnel, which is some twelve hundred or thirteen hundred feet long, about four hundred and forty feet of progress has been made. It will be done in ample time for the tracklayers the coming spring. The *Butte Miner* presents the following clear and sensible remarks about the proper route of the Manitoba system in seeking a Pacific terminus:

It is well known that the Manitoba people intend to push their line through to the west coast, but there is great uncertainty as to the route that will be adopted. The first proposed and warmly advocated by the press of Northern Montana, was to follow the Marias river to the Marias pass, thence by a devious course to the Kootenai, thence directly west to the Skagit pass, and down Skagit river to Bellingham bay. This route need not be seriously considered, for if the line ever reached the Kootenai it would stop there, the succession of mountain ranges between that river and the Pacific presenting a series of practically unsurmountable obstacles. The next scheme was to push the Manitoba west from Great Falls up Sun river, over a divide to the Dearborn, crossing the Rockies through Cadotte pass, down the Blackfoot to Missoula, down the Missoula river to the St. Regis Borgia, up the latter stream to its head, across Eastern Washington to the Wenatchee, through the terrible Wenatchee canyon and Snoqualmie pass to Seattle, on Puget sound. This route, though perhaps more feasible than the first, also presents a series of formidable obstacles in the Bitter Root mountains, the Grand Coulee, the bridging of the Columbia where it is sunk between high bluffs, and a three-mile tunnel through Snoqualmie pass. Though this pass is the lowest north of the Columbia, the mountains there rise so abruptly that they can not be crossed on a grade of one hundred and sixteen feet per mile, except by boring a tunnel three miles in length. By the third route, which seems to offer many and

great advantages over all others, the Montana Central would constitute a division of the main line, which would be extended west from Butte by the most practicable route to the Bitter Root valley, up the Lou Lou, through the Lou Lou pass to the Clearwater, down that river to Lewiston, across the bend of Snake river to the Columbia, and down its north bank to the coast, reaching, by the shortest possible route, Portland and Ilwaco—the latter a seaport opposite Astoria. Puget sound and Gray's Harbor could also be reached by a branch from the main line west of the Cascade mountains. It is believed that the practicability of building a railroad from Butte to the Bitter Root has been demonstrated by Union Pacific surveys. The Lou Lou and Clearwater were surveyed years ago by the Northern Pacific and Oregon & Transcontinental, and proved to offer great advantages in lightness of grades and inexpensive work. The surveys were not carried through the Lou Lou pass, as the engineers ran out of provisions about the time they reached the divide, and hurried over that part of the work. The pass is traversed by the old Nez Perce's trail, which has long been a thoroughfare for both Indians and whites passing back and forth between Montana and Idaho. It is the unanimous opinion of those who are acquainted with the pass, that it can be crossed by moderate grades without tunneling. By following down the Columbia, the formidable grades and enormously expensive tunneling that would be encountered in crossing the Cascade mountains farther north would be avoided. Should this route be adopted by the Manitoba road, it would shorten the distance from Butte to Portland, as compared with the Northern Pacific, by about two hundred miles. Butte should make a strong effort to influence the adoption of this route, the importance of which to her citizens is so obvious that it is needless to enlarge thereon. If the Manitoba surveyors are, as stated, surveying the Clearwater route, it is, to say the least, an encouraging sign.

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CATTLE MOUNTAIN MINES.—Castle Mountain, the new carbonate camp, which is now attracting so much attention, is situated in Meagher county, Montana, about one hundred miles east of Helena. The mountain, in contour, is oval, its extreme length and breadth being about nine miles, and nearly equal. The central mass of this mountain is granite, while the limestone and other formations rest against the granite. The same formation encircles the mountain. The mineral belt, however, which has recently

come into such prominence, is confined to its eastern slope. This belt is approximately triangular, about eight miles long, and, at its southern end, not more than a mile wide, while the northerly end is fully six miles wide. Abutting against the latter, are the coal beds, where a four-foot vein of coal has been disclosed by the tunnels. This coal, it is claimed, is well adapted to coking, and will doubtless prove a very valuable adjunct to the camp.

The altitude of this mineral belt varies from six thousand to seven thousand feet. The general surface of the country, notably the northern portion, is smooth and accessible by wagon; therefore road making will cut a very small figure in this camp.

The ores are chiefly galena and carbonates, varying in assay value from \$40.00 to \$75.00 per ton, but the mode of their occurrence is not yet well understood. The country rock in which they occur is porphyry, blue and magnesian limestone and slate, while iron and magnesian limestone are found near or associated with the ore. The general character of the ore bodies can not be determined; whether they are deposits, segregated or in contact bodies, is as yet an unsolved problem. The opinion, however, of some of the most intelligent prospectors of the camp, favors the theory that they are true contact veins.

The history of the camp is brief. Only six months ago it was unknown. Before this year, there were but two men who had done any prospecting in this region. The pioneer who is entitled to the credit of making the first discovery, is Geo. P. Roberson, who, in the summer of 1885, discovered and located the Eclipse mine. The same season, Mr. Hensley, following up an affluent of the Musselshell, attracted by the iron float found in the bed of the shallow stream, found, upon the hillside and at the base of the granite formation, large float of carbonate ore. Here Lafayette Hensley, the second prospector in the camp, located the Morning Star, LaMar, Crown Point and Potosi lodes. Less than a dozen claims were located this same year, 1885.

These two worthy men, Messrs. Roberson and Hensley, were, so far as the territory is concerned, now masters of the situation, though sorely needing financial aid—a common complaint of the prospector. The following season Mr. Hensley, reinforced by his three brothers, making a very efficient quartette, located some of the most valuable properties in the camp, notably the Cumberland, Yellowstone and Great Western, while the Great Eastern was located

by other parties the same year. While these properties showed ore in quantity and at the outcrop, even then capitalists were still incredulous. Said Mr. Hensley to the writer, "I appealed to a mercantile firm, when I purchased my supplies, for aid, less than eight months ago. I offered them one-half interest in the Cumberland, Yellowstone or Morning Star lodes for \$500.00, payable in supplies, yet they declined to accept my proposition. This offer I made them was worth \$25,000.00, and cost only \$500.00. Not receiving any help, we worked the Cumberland only through the winter of 1886-7, and took out one hundred tons of ore, which, after careful sampling, yielded twenty ounces and forty-five per cent. lead—about \$45.00 ore. This property we then bonded, last April, for \$50,000.00, and at this date the confidence in the camp was first established, and has been since steadily increasing." Since the camp is scarcely six months old, the developments may be regarded, in general, as highly satisfactory.

The following properties have been bonded: Cumberland, owned by Hensley Bros., to Ash & King, for \$50,000.00; Morning Star, Belle of the Castles and Lamar, same owners, to Allen, Ferguson & Co., \$50,000.00; Yellowstone, owned by Hensley Bros., to Crounse & Co., \$75,000.00; Eclipse, Silver Belt and Gem, owned by Roberson and Hensley Bros., to Pease & Co., for \$50,000.00; Great Eastern and Elkhorn, owned by Lewis & Chapin, to Hamilton & Woolston, \$60,000.00; Hidden Treasure, Dunn & Donovan owners, to S. T. Hauser & Co., \$30,000.00.

A town—Castle Mountain—has been surveyed and is now growing rapidly. Last June there was one cabin; now sixty buildings are in progress of erection. What the camp greatly needs, is better transportation facilities. At present the only line of communication is via Sulphur Springs, thirty miles distant, thence to Townsend, forty miles, and over the Diamond range. Another route, it is claimed, will soon be opened via Livingston, the Livingston people having, with commendable enterprise, succeeded in raising \$2,000.00 to open up a road to Castle, upon which a stage line will be placed as soon as finished.—*Helena Herald*.

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THE YUKON MINES.—The *Victoria Colonist* says: Yesterday morning a party of seven miners came down on the *Idaho* from the Yukon mines, among whom are the discoverers of Stewart river and Forty Mile creek, called at this office and said that they had read the account of the Yukon mines, published in Sunday

morning's issue, and it was their desire to correct the false impressions therein conveyed. They then dictated the following statement, and appended their signatures:

"We, the undersigned, wishing to describe the actual state of affairs in the Yukon, and to contradict the false reports which have evidently been published in the *Alaska Free Press*, in the interests of steamboat owners, saloon and hotel keepers, the said reports being calculated to create a false impression, and wishing to give a correct report of the business, make the following statement:

"The first trouble is in reaching the diggings. The route in is very difficult, being extremely rough and dangerous. In one place it is necessary to go over the Chilcoot summit, and climb to an altitude of thirty-five hundred feet. To pack provisions over this requires an immense amount of labor, and entails great expense, the Indians charging as high as \$13.00 per hundred weight for portage. Before reaching this range, about one hundred miles of inland sea has to be navigated. After the range is crossed, one hundred miles of lakes have to be gone over, then five hundred miles of river have to be overcome. The current of the river is very rapid, running at an average speed of five miles an hour. From this it will be seen that an enormous amount of labor is entailed in reaching the diggings.

"After arriving at the Forty Mile river, it is found that the diggings are not what they have been represented. A party of us boated up the Forty Mile river for over one hundred and fifty miles. We tried every available spot, but got very little encouragement. At the head we discovered a number of small lakes and extensive marshes. There was not the slightest indication of gold about here, but on the bars of Forty Mile river some few men made as high as \$1,000.00, but in most cases far below that, some making from \$200.00 to \$500.00. The highest amount being made was \$1,100.00. A great many of the miners made nothing whatever. About two hundred and fifty miners were on the river, and the man who made the \$1,100.00 was known as the "Bonanza King." All the diggings were very hard, the water being very cold, and back from the river but a few feet the ground was frozen solid, making it impossible to dig at all. The only way is to work where the water has thawed the ground. It is only for about ninety days in midsummer that it is possible to work. The remainder of the year the weather is frightfully cold, the temperature falling so low that for a period of seventeen

days last March our quicksilver froze solid. Brandy and other spirits also froze. An ether thermometer gave a reading of eighty degrees below zero.

"The gold is almost all taken from bar diggings, which are very small in area. In some places, as high as \$1.00 per pan has been obtained, but even then only from \$7.00 to \$8.00 per day could be made by each man, as this yield was in crevasse diggings, and was where the gold had collected. But taking the bar on an average, the yield was poor. The pay dirt had to be rocked and treated with the blanket process, causing a large amount of labor. It is also our firm belief that these diggings are completely worked out, and not enough could be made to even pay expenses.

"In Franklin gulch, about which such brilliant reports were made, it is impossible to work to an advantage, as the ground is so solidly frozen. Water is also very scarce, and the miners who were working there abandoned it. No very great finds of nuggets have ever been made there, the largest being but \$8.50, and it was more than half quartz. Mr. Steele bought one of the largest nuggets that was found on the Forty Mile river, and it was but a \$32.00 one. Steele has tried to represent that the whole creek is remarkably rich, claiming that a good miner could make a fortune. We, as miners, wish to contradict this most emphatically, as the opposite is the case. Mr. Moore, too, has said that the diggings beat the old Cassiar diggings, in their palmy days. As a matter of fact, Mr. Moore was never within four hundred miles of the Forty Mile diggings.

"After undergoing all the difficulties of the season, it takes from thirty-five to forty days to get out of the diggings, or at least reach Juneau, causing much expense and hardship. In view of all this, we have made this statement, which is true in all particulars, as a wrong impression has been made by other reports."

W. R. HART,  
FRED. EVANS,  
J. W. McADAMS,  
A. M. MULHERN,  
FRANK MOFFAT,  
M. DUVALL,  
JOSEPH CAZELAIS.

The party of miners said that they did not wish to condemn the whole country. They only desired to state facts as far as they knew them. The country is large, and good finds might be made; still it is a hard country to prospect in. There is a lack of game, and transporting provisions is very expensive and

hard work, Miners who are determined to go should have at least \$400.00, as it would cost that to get through the season. Some of the above miners have been in the Yukon for two years—two of them for three. One of them was at the discovery of Forty Mile creek—a partner of Lambert's who stated that he made \$6,000.00. As a matter of fact, Lambert made but \$600.00. Moffat was one of the discoverers of the Stewart river diggings, and he is of the opinion that they are completely worked out. At all events, they have been abandoned. Frank Dunsmore, too, one of the very first miners who ever went to that region, has been there every season for the past five years, and he has never made expenses. With such strong testimony as this, there can be little doubt but what some interested parties have circulated reports, which have been exaggerated, to say the least.

In connection with this, the following extract from the *Free Press* is interesting: "Owing to a heavy matting of moss, that covers the ground, on Forty Mile creek, and, in fact, nearly the entire Yukon country, back a few feet from run-

ning water the gravel is frozen, and although it is rich in gold, it can not be worked. During the summer months, this moss becomes dry to a depth of several inches, and the miners have taken advantage of this and are trying to burn it off, so as to expose the gravel underneath to the sun's rays. Thus, the first burning consumes it down to a certain depth, and when it is exposed to the sun and atmosphere for a few weeks it is again set on fire. By this method, it is thought that in a couple of seasons a vast amount of now frozen gravel will be thawed out sufficient for washing. All the gold so far taken out this season was from bars lying along the streams, and they could not be worked further back than four feet, where they encountered frozen ground, and so hard that it could not be picked out, and powder for blasting it was a thing not to be obtained in the country. It is, without the aid of powder, an impossibility to reach bedrock on the deeper and richer bars. With so much coarse gold on the surface, one wonders whether or not it can be shoveled out when bedrock is once reached."

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### Editorial Comment.

It is most gratifying to the directors of the Portland Mechanics' Fair that the exhibition just closed was the best in the history of the association, from a financial point of view, and this feeling of gratification is shared by the citizens generally, since it indicates renewed prosperity throughout the Northwest, and a disposition to visit the metropolis whenever we can offer a worthy attraction. Not a little was contributed towards the success of the fair by Dame Nature, who vouchsafed sunny days and beautiful, starry nights. More perfect weather for such an occasion could not be hoped for anywhere. That the attendance of our own citizens would have been much larger had there been greater seating accommodations, is a fact patent to all. Hundreds, even thousands, remained at home, rather than be compelled to stand and be jostled by the crowd. If ample provision is not made for seating no less than two thousand people, when the new pavilion is erected, a great mistake will be made. With

such excellent music as was provided this year, and with seats so arranged that the music can be heard to advantage and a good view be had of the main hall, thousands will attend who now remain away to avoid discomfort. Many now go but once, who would, under such circumstances, be almost nightly visitors. The new pavilion will also call out many who have become tired of the stereotyped appearance of the fair. There are, of course, minor changes in the display, but the general effect is the same, year after year, and not a few of the exhibits would be justified in shaking hands with each other on the score of old acquaintance. The managers might, in the past, have varied the monotony, by a change in the internal arrangements, to the great satisfaction of old visitors, and to the financial benefit of the association through the increased attendance; but in the new pavilion, this will necessarily be done, and the effect will be most beneficial.

The floral display was one of great beauty

and interest. The permanent exhibit of plants and beds was nightly admired by a throng of people who strolled through that portion of the pavilion, to escape from the glare and noise of the main hall, and to rest their eyes with the refreshing tints of the verdure; but the special exhibit of cut flowers was the one great feature of the fair to every lover of the beauties of nature. Such a magnificent floral display at this season of the year, speaks volumes for the soil and climate of this region. These were not hot house productions, but the natural bloom of our gardens at this season, such as may be seen in almost every door yard as one strolls about our residence streets. The designs were elegant, manifesting artistic taste and skillful handling, but the chief value of the display was its revelation to strangers of the climatic conditions which admit of such a display at this season of the year. To us who have become accustomed to this floral profusion, and who know, from long experience, that we will not be required to go to our hot house for flowers for several weeks longer, this display may have meant but little; but to strangers it had a deep significance which rendered it, not only the most attractive, but the most instructive, feature of the fair.

Not enough attention has been paid to securing outside exhibits. There is no better way to attract visitors from the entire Northwest, than to have exhibits from the entire Northwest. Whenever, by becoming exhibitors, the people of surrounding cities, towns and agricultural and mining districts, acquire a personal and proprietary interest in the fair, then they will attend by the thousands, and during its progress the city will be flooded with visitors. A fair of this kind should be a display of the resources and industries of the Northwest, and not simply an advertising show for Portland merchants. Patent medicines, Eastern machinery, ready-made clothing and pianos are not the bone and sinew of our growth. Strangers do not visit us to see such a display as that. They want to examine the product of our mines of gold, silver, copper, iron and coal, our

timbered hills and mountains, our fertile valleys, our broad and sweeping plains, our rivers of fish, our vine-clad hills, our orchards and farms, our many industries scattered throughout this entire region, pioneers of the greater ones which will some day line the banks of our numerous water powers. There was, this year, something accomplished in this direction, but it was only an indication of what might and should be done. The display of minerals, although not as extensive as it should have been, was magnificent in quality. Wall Walla came to the front with a splendid exhibit of fruit, vegetables, grain and grasses. Clackamas county, as usual, had a fine display, and the products of other portions of the valley were fairly represented. There was, also, a faint indication of the viticultural possibilities of Southern Oregon; but, in the main, the great region tributary to this city was unrepresented. There is but one way to accomplish this desired end, and that is by a systematic effort. Instead of employing a superintendent for only three months, the directors should have him twelve months, and give him an opportunity to get up a display that would be fairly representative of the Northwest. He should visit the different sections and interest people in the fair, both as exhibitors and prospective visitors. In this way, an interest may be created and a display provided for, which will pack this city to overflowing, and will nightly crowd the new and large pavilion to the limit of its capacity. That every citizen of Portland desires such a result is unquestionable, and that it can be accomplished is equally without doubt. To this end, it is the duty of our people to assist the association in providing its new pavilion, by subscriptions of stock, and to take such a personal interest in its management as shall result in giving Portland a fair which will be looked upon by the citizens of Oregon, Washington, Idaho and Montana as the one great event of the year, and the only complete representation of the great region of which they form a part, and whose chief interest centers in this city. Then we will have a fair.

## Thoughts and Facts for Women.

And is it too late?

No, for time is a fiction and limits not fate;  
Thought alone is eternal, time thralls it in vain,  
For the thought that springs upward and strives to regain  
The pure source of spirit, there is no too late.

It is often a source of regret to middle-aged people, that their youth afforded so few opportunities for education and culture. Especially is this the case with women, whose environments have been confined and nonconductive to progress. Man's occupation takes him abroad, where he is edged by the contact of mind with mind, which is, in itself, a liberal education. Not so with women. But there comes a time in each woman's life when home responsibilities lighten; when the number of her family decreases, until she finds herself comparatively free for a chosen pursuit. It is then that we hear her lament the lack of preparation. To take up a new course of action is said to renew youth and add years to the allotted lifetime. It is as the pruning of the vine, which gives new growth and increased usefulness. It is never too late for growth toward that which is truer and better, so long as there is yearning for it, or true grieving because it is not possessed; for it is the bleeding which proves there is life in the heart. We allow many pleasures to be stolen from us by our own creeds, imagining that we are incapable of their reception, and forgetting the fact that "We live in thoughts, not breath; in deeds, not years." If resolution be strong enough, and courage fail not, time may be proven a fiction, by daring youthful endeavor and winning consequent success, even in maturer years.

There exist, all over Germany, *Sparcassen* (savings banks), which are something like our American assurance companies. At the birth of a girl, the parents insure her for as much as they are able to bestow upon her future. The money is given in annual payments, and is laid out at interest by the *casse*, in behalf of the insured, chiefly in real estate. Thus it accumulates until the girl is eighteen years of age, when she becomes possessor of the entire sum, which may be used as she desires, for either

learning, business or wedding trossseau. In Denmark, they have "Maiden Assurance Company," which is an association peculiarly for the noblemen. At the birth of a daughter, the father enrolls her name in a certain association of noblemen and pays a stipulated sum, which is increased thereafter by an annual payment. If the father should die before the daughter is considered of age, she is entitled to a suite of apartments in a large building of the association, with gardens and park about it, inhabited by others older or younger than herself, who have come into a like possession. Should the father live, at the age of twenty-one she becomes entitled to the suite of apartments, and after a fixed date, her income. At her death or marriage, all this right to income lapses, and the money paid in swells the endowment of the association. In Copenhagen, this plan for the financial protection of girls has worked well for generations. As business measures, certainly, the above are wise ones, and relieve the parents of much anxiety; yet, how about that wisdom which judges a girl incapable of caring for herself, simply because she is a girl? It certainly weakens the resolution and purpose, to feel that there will never be any need of depending upon one's own resources. Let parents make sure that their girls receive thoroughly trained ability to do well that for which they are best naturally adapted; then they may give their "fears to the winds," not only for before marriage, but oftener, in a more dire necessity, afterward.

Did you ever think what a pitiable thing it is to be a child in the city? As a rule, they are caged birds, else they develop into hoodlums. It is a relief to say there are some noble exceptions; but not so many as there should be. Enter some of the city homes. There is no want of elegance and refinement that should surround every child; but can we say as much about a spacious, sunny playground, with refreshing, invigorating air, and the broad sky overhead? Alas! do you see that the houses almost touch each other on either side? The back yard, not very generously laid out in the first place, is now occupied with out-door build-

ings, dry goods boxes and other storage; and the front yard—but here the hands come up in unfeigned horror—"You would not put children in the front yard to play!" Oh, no, I did not say so. Of course, they would tramp down the lawn, and they might pluck some of our choice blossoms, so much admired by our friends, yet I do pity the little immortal flowers, that are struggling so hard for growth and development. We are told, "They have their play room. It is just off the dining room, on the north side of the house. To be sure, there is not much sunshine there, but we must have the rooms in the south part of the house for our necessary living apartments."

Notice these children when in the common parlor. They walk about carefully, or if they should forget and be childish, they are immediately requested not to be so noisy. Every child should be a good animal; yet what think you of the physical development of the children so circumstanced? Children allowed to run on the streets are simply the other extreme of abused childhood. The delight in children is often that of the little girl for her doll—a something to be dressed, to look pretty, and please, while there is no room for a robust, developing, natural child.

Every mother should know something of the art of curing sickness. Not that mothers should be a class of quacks, and work the disastrous results of quackish practice in their own families, but no one better than the parent who is constantly with a child, can know the nature of its sufferings, and the probable cause. Were disease a natural condition of the human frame, it would be different. But it is not. It is an abnormal condition, and there is ever some cause back, which it is a mother's place to remove. Simple diseases have simple remedies, which are quite as effective as strong medicines. These may be learned by consulting a good family medical work, which should be in the possession of every mother. It is not an uncommon thing to learn of families where children have grown to adults without the aid of a physician; and, indeed, these professionals themselves say, that unless it be a severe or complicated case, the mother, if she have any tact in that direction, can better restore health.

Once begin relying upon the aid of a doctor, and each headache, each flash of fever, requires his services, when it may be that all he can do is to order a change of diet, or some other equally simple remedy, which the thoughtful mother should be able to do without dictation.

There can be found no excuse for plainness during the coming season because of want of variety in trimmings, for the caprices of fashion are as varied and beautiful in this direction as the most æsthetic could wish. Most admired of these are the jet and bead trimmings, which are massed as galloons, or wrought in the ordinary passementerie patterns. These are used with cashmere and faille, especially, yet all kinds of fashionable fabrics may be ornamented by them. Some of the colored bead trimmings are extremely delicate in their brilliancy. The newer colored passementeries are of gilt cord, with gay colored tinsels, woven in a *chine* effect. Separate pieces for waist garniture are found in both the old and the new passementeries, and there are collarettes in every variety of shape, and with every style of ornament. Bead yokes, for evening wear, are among the pieces which may change the appearance of a costume. Ribbon is also used as trimming in many ways. Moire ribbon, with picot edges, has achieved a great success for millinery purposes and dress garniture generally. The lace trimmings, for autumn and winter, are wider and heavier than hitherto worn. The usual width is from seven to ten inches, and is put on with rather scant fullness, either used as edging or flounces. All styles of jet trimmings are used in profusion with black lace. Embroidered net is also used, as a kind of heavy lace, for flouncings and trimmings to match. Buttons, when worn on outside jackets, are large and showy. Those most liked are of bone or tortoise shell, with eyes in the center. Small, fancy buttons, ball shaped or hemispherical, are used for dress waists and the vests of jackets, but with the garniture already excessive, the buttons retire to a less prominent position. Braids are also used extensively, either the wide braid sewed on plainly, or the narrow sewed on in fancy patterns. The latter is especially popular on tailor made gowns of smooth faced cloth.

ADDIE DICKMAN MILLER.

# ROYAL BAKING POWDER

**Absolutely Pure.**



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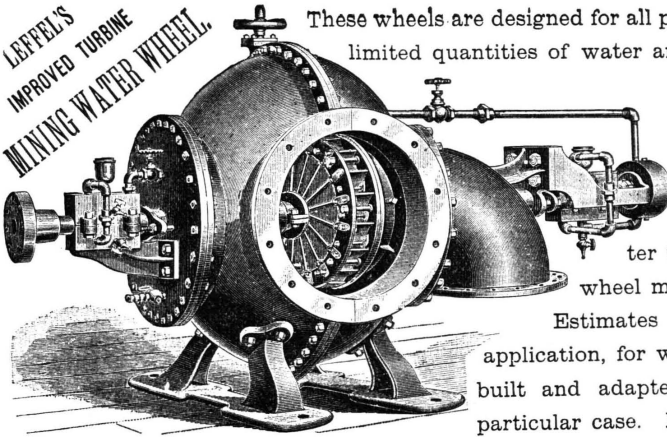
is better than any soap; handier, finer, more effective, more of it, more for the money, and in the form of a powder for your convenience. Takes, as it were, the fabric in one hand, the dirt in the other, and lays them apart—comparatively speaking, washing with little work.

As it saves the worst of the work, so it saves the worst of the wear. It isn't the use of clothes that makes them old before their time; it is rubbing and straining, getting the dirt out by main strength.

For scrubbing, house-cleaning, washing dishes, windows and glassware, Pearline has no equal.

Beware of imitations, prize packages and pedlars.

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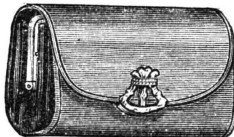
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At Albany and Corvallis connect with trains of the Oregon Pacific R. R.

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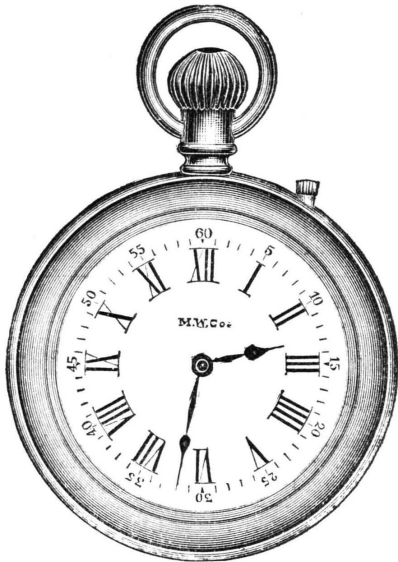
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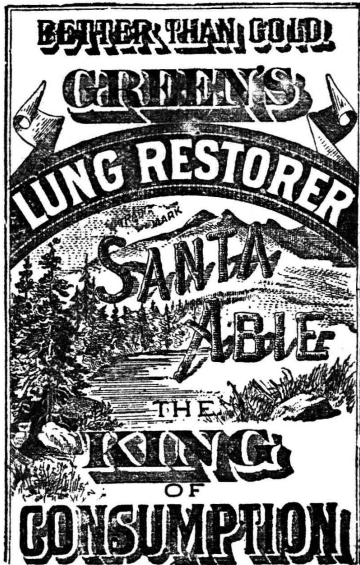
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