

Free Supplement, "Grande Ronde Valley, as seen from LaGrande."



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AN ILLUSTRATED WESTERN MAGAZINE
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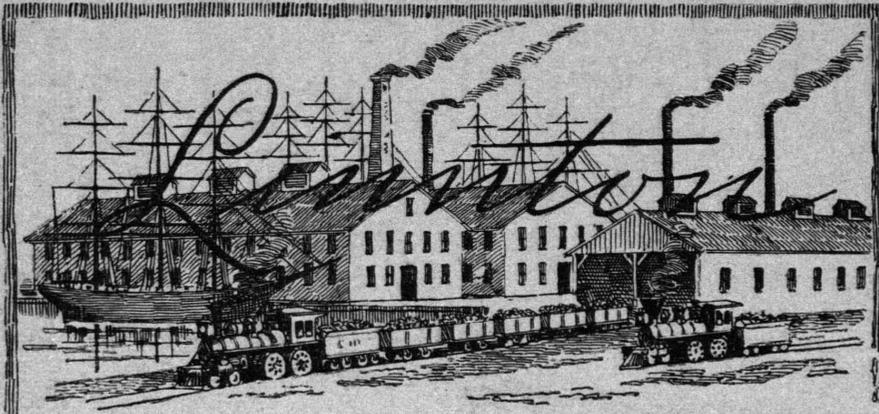
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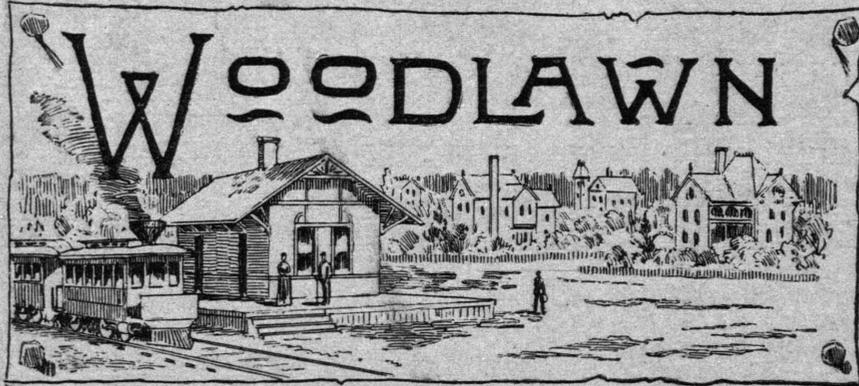
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THE WEST SHORE.

ASHLAND

NEAR THE HEAD OF THE FAMOUS

Rogue River Valley

“THE ITALY OF OREGON.”

ASHLAND, the largest city in Southern Oregon, and one of the most enterprising, attractive and healthful cities in the state, is situated on the main through line of the S. P. R. R., about half way between San Francisco, Cal., and Portland, Or. It is known far and wide as one of the most prosperous, most picturesque and beautifully located cities on the Pacific coast. Among its special natural advantages and improvements are Fine Water Power, Unequaled Supply of Pure Water, Healthful and Pleasant Climate, Mineral Springs for Health Seekers, Finest Hotel Accommodations, Electric Lights, a Handsome Boulevard 100 Feet Wide Four Miles in Length, a State Normal School and Excellent Public Schools. The city is situated at an altitude of 2,000 feet above the sea level, at the foot of the Siskiyou mountains, from the main peak of which, Ashland Butte, courses down a stream of pure water directly through the city. The population is estimated at 3,000.

THE ROGUE RIVER VALLEY is the most attractive in Oregon. Its climate is pleasant and healthful the year through. It is adapted to the growth of all the best kinds of vegetables, grasses and fruits of the temperate zone. It has water powers in many places, great belts of fine timber, placer and quartz gold deposits, valuable stone and minerals undeveloped. Its natural resources are munificent. It needs capital and enterprise to develop them.

FRUIT GROWING.

In the growth of the choicest fruits of the temperate zone this valley excels the world. Ashland, owing to its altitude and peculiar local advantages of soil and climate, is particularly adapted to the production of the finest crops of Peaches, Apples, Pears, Apricots, Prunes, Almonds, Grapes and Berries. The products of orchards here seem incredible to strangers. It is true that over twenty dollars' worth of peaches, at one cent per pound, have been taken from one tree eight years old, and thirty dollars' worth of apples, at one cent per pound, have been picked from a single tree. From a peach orchard of 1,000 trees three years old a net profit of \$100 per acre was realized last year, and the yield will be about double this year. Five acres of peach and other fruit trees in the vicinity of Ashland, will, in five years, make a comfortable living for an ordinary family. Fruit dealers in San Francisco offer better prices for Ashland peaches than for those grown anywhere else on the Pacific coast. For printed matter and further information address

A. T. KYLE, REAL ESTATE DEALER,

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Specialty Made of Acre Property and Outside Lands. Tracts of any size to suit purchasers, from 5 acres upward.

Lands in the valley embrace a great variety of soils, adapted to all purposes of agriculture, horticulture and stock raising. Prices range as follows: A No. 1 fruit land from \$100 per acre upward; improved, from \$150 per acre upward. Farming and fruit land not in immediate vicinity of Ashland, at low prices. Note the following:

Good fruit land near Central Point, Rogue River valley, at \$25 per acre. 1200 acres on Rogue river, 100 acres in alfalfa, 100 acres more that will grow same nicely, balance good fruit and stock land, all under fence; first class stock ranch. Price, \$8,000.00. Terms easy.

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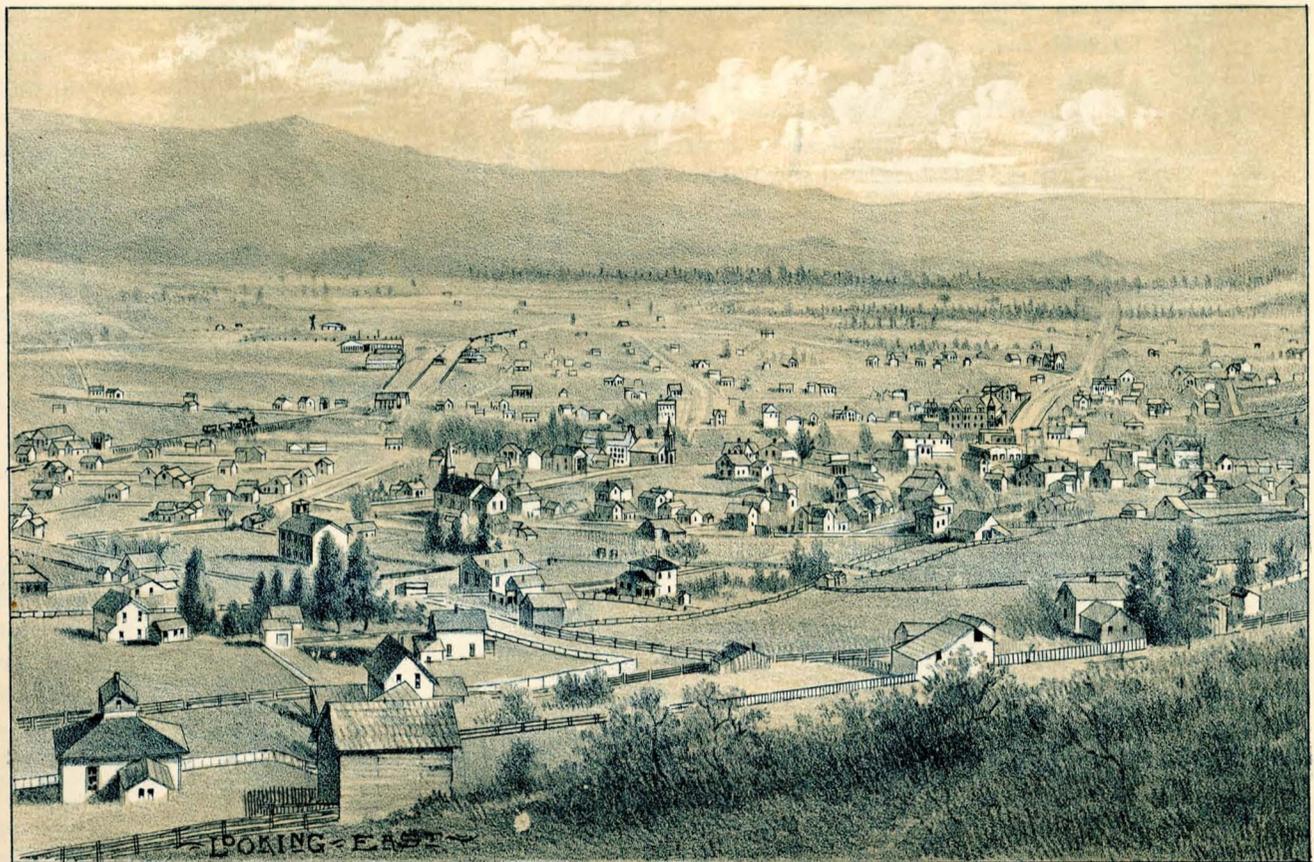
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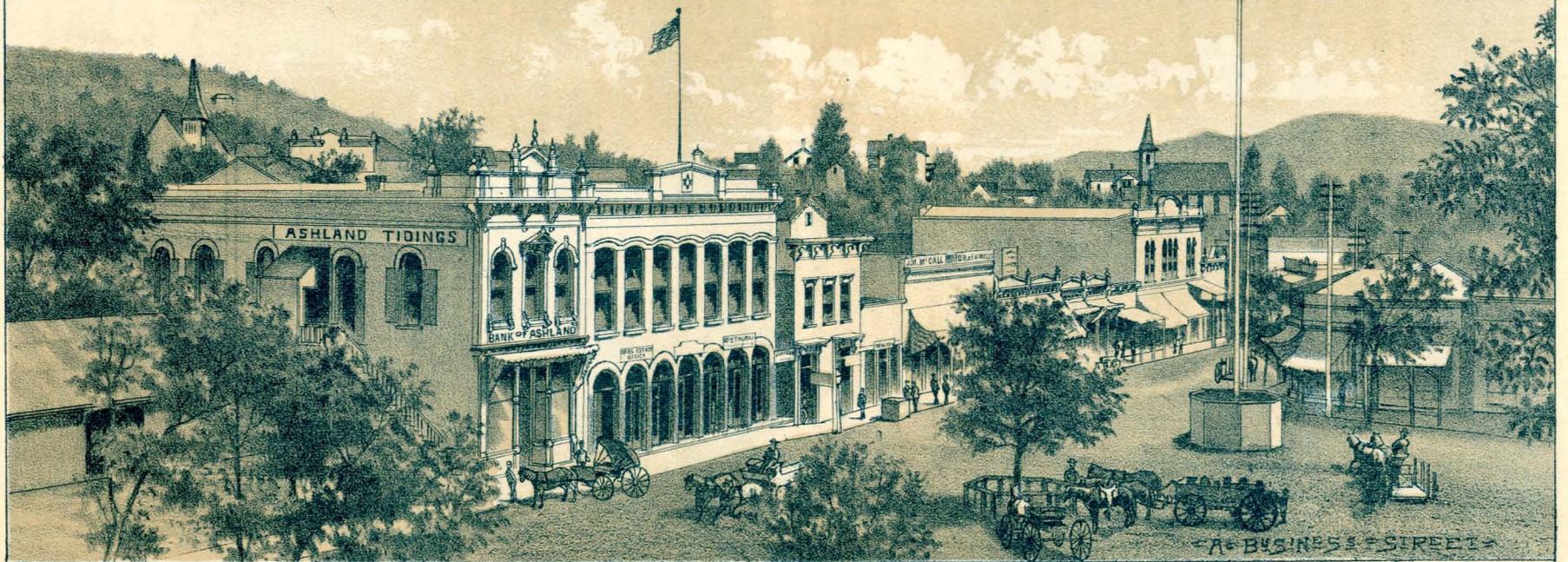
5880 ACRES All under fence, with cross fences. Of this amount there would probably be 4,000 acres susceptible of cultivation, and which would grow fruit nicely, a fact demonstrated by the small orchard on the place that has been bearing for twelve years, and also by those on adjoining lands. This is heavy, strong land, being especially favorable for the growth of apples and pears. Twenty dollars' worth of apples have been picked from one apple tree in this vicinity, which shows apples to be profitable. But to figure low and close, we will place the estimate at \$4.00 per tree at full bearing. One hundred trees to the acre would be few enough, and at \$4.00 per tree would bring in an income of \$400.00 per acre, and this we estimate as a net income. All kinds of fruit have been tried and do well on this place. While we consider that most of this ranch would bring highest returns set to fruit, it has other advantages, which are as follows: It has always been considered one of the best, if not the best, stock ranches in Southern Oregon. One of its marked advantages in this direction is its qualities as a winter range. Out of ten years' experience in stock raising on this ranch we fed our stock but two winters, and turned off beef from the range during the winter months. Grain also does well upon this land. There are about two hundred (200) never failing springs of good water. The manner in which this tract of land lies, naturally capable of division, offers great inducements to colonists and others who wish to make homes in the famous Rogue River Valley, so often and so justly called the "Italy of America." Price of ranch, \$7.00 per acre. All communications will receive prompt and careful attention. Address A. T. KYLE, Ashland, Oregon.



ASHLAND OREGON

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ASHLAND-OREGON

Photo by Logan.

THE WEST SHORE.

FIFTEENTH YEAR.

JULY, 1889.

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ASHLAND AND ROGUE RIVER VALLEY.



WHAT is known by the general name of Rogue river valley, in Southern Oregon, includes much more than the strip of country which lies immediately along the banks of the stream that gives its name to the region. Spurs from the

Siskiyou mountains to the south, the Cascades to the east and the Umpquas on the north traverse the section in all directions, and the many tributaries of the Rogue river drain valleys having a large aggregate area, some of them being nearly fifty miles long and several miles in width. These valleys radiate from Rogue river, toward which they all tend, and, while they present many varieties of soil and surface, they are all of a semi-tropical nature and are particularly adapted to the production of fruit.

One of the most important sections of the Rogue river country is the valley of Bear creek, a stream which rises in the Siskiyou mountains near the California boundary and joins Rogue river about fifty miles to the northward. The valley of Bear creek is more than forty miles long and of an average width of about twelve miles. It extends northwest and southeast and is bounded by spurs of the Siskiyou and the Cascades. It is one of the most charming little valleys in the west, and is reaching a high state of development in every direction.

Some thirty miles above its mouth Bear creek is joined by Ashland creek, from the south, which takes its rise from the melting snows of Ashland butte, a snow peak reaching an altitude of nearly eight thousand feet. During the dry season Ashland creek always has a good volume of water, while Bear creek, above its confluence with the Ashland, sometimes goes dry. On Ashland creek, a short distance from its mouth, is situated the city of Ashland, from which the stream derives its name. This is much the largest city in the Rogue river country. It has a population

of about three thousand souls, and is in every sense a flourishing town.

About the year 1851 a party of men from Ashland, Ohio, erected a small saw mill on the present site of the city of Ashland, Oregon. That mill and, possibly, a small house or two built at the same time, constituted the first settlement of the valley. In 1854 the flouring mill, that with greatly improved machinery still grinds away at the old stand, was erected. Then a few lots were laid off near the mill and business houses were erected. Gradually the plat was added to until it assumed the air of a city, and all the time settlers were locating in the country about the town and reducing the fertile valley to a rich garden. But in the absence of railroad communication the growth of that section was necessarily slow, and in 1885, when it was incorporated as a city, it had a population of less than a thousand. For many years Ashland was reached only by stage routes hundreds of miles long overland, or from the sea coast at the mouth of Rogue river, where coasting vessels sometimes landed. Then for some years the long gap in the railroad between Portland and San Francisco, from Roseburg, one hundred and forty miles to the northward, to Redding, in California, one hundred and sixty miles south of Ashland, made a wearisome stage journey of three hundred miles necessary between the two railroads. Ashland was always the most important point in the valley, but that counted for little when it was so inaccessible. A year ago last December the two ends of the railway met in the mountains near Ashland and a continuous rail route between the two large cities of the Pacific coast was established. The historic mountain stages disappeared from the scene, and the thrilling stage journey over the Siskiyou is now only a memory.

For some time previous to the establishment of through rail connections Ashland had the benefit of the line to Portland, and from the advent of the railroad dates a new era for that country. The changing

tide of immigration was carried through the section, commercial influences from abroad quickened local trade, and new life was infused into every line of business. Instead of resting with what had already been accomplished the people pushed on to achieve greater results with the increased facilities at their disposal. In the past two years Ashland has doubled in population and experienced a corresponding increase in the volume of business transacted there. Last year the building operations of the city aggregated over \$225,000.00 in value. A good deal of attention is being directed to manufacturing, for which it is admirably suited, and its expectations of future growth are based, in a considerable degree, upon its manufacturing advantages.

Ashland has a woolen mills plant that uses two hundred thousand pounds of wool per year, a saw mill, two planing mills, two grist mills, a fence factory and brick and tile works. An electric light plant furnishes illumination. The motive power for operating all these institutions is supplied by the stream which flows through the town. The city has one banking house with a capital of \$50,000.00, two weekly newspapers and five good hotels, one of which is among the best in the state. It was recently completed at a cost of \$35,000.00. A new water works plant, to cost about \$50,000.00, and a large cannery and drier for fruit and vegetables are among the enterprises that are now under way. The development of the fruit growing and curing interests of the Rogue river valley renders necessary increased facilities for conducting that industry, and they are being provided in Ashland, which promises to become in a few years one of the most important fruit centers on the Pacific slope.

The soil and climate of Rogue river valley are suited to the production of such semi-tropical fruits and nuts as peaches, raisin grapes, almonds and walnuts. Last season almonds raised there brought one-fourth more per pound in the market than the California product. The great specialty of the valley, however, is peach culture. That industry is found to yield the most satisfactory results, and it is being largely engaged in. For three or four years past hundreds of acres have annually been set to peach orchards that are now coming into bearing condition, and are demonstrating the fact that it is not only a practicable but an exceptionally promising industry for that region. The cultivation of the peach is made a study and is intelligently pursued. Already buyers from Portland and San Francisco enter the Ashland market to compete for the peach crop, and with the increase of production that is rapidly developing it must gain greater attention from abroad in a short time.

As yet most of the peach crop is shipped to market in a green state. This will continue because there is always a demand for green fruit of such excellent quality; but as production increases there will be a larger amount of fruit that can not stand shipping green which will have to be preserved. This will give employment to canning and drying establishments that will find ample occupation outside the fruit season in handling vegetables, such as tomatoes, peas, corn, succotash, etc. The fruit next in importance to the peach in the valley is the apple, large quantities of which are annually sent away to market. All fruits not requiring a tropical climate can be successfully raised. In the cultivation of fruit the orchardists are content to get one good crop from the soil, so they keep their orchards entirely free of weeds or any other crops, stirring the surface often and keeping the ground always mellow. Care is taken in harvesting the fruit, especially the peaches, to avoid bruising it. From the trees the peaches are carried in baskets to long tables where they are separately wrapped in paper and packed in boxes for shipment. Generally the crop is contracted for beforehand so there is no delay to find a purchaser.

The soil of Rogue river valley is largely a granite loam four to ten feet deep. There is a greater area of this kind than any other, though in some places there is a strong adobe soil, making inexhaustible grain land. A clay loam is also found in some places. Under the influence of the warm climate the soil is a quick growing one and is favorable for most vegetable productions. It is the best corn land in Oregon. A large amount of general farm produce is raised in addition to the specialties mentioned above. Wheat, oats, barley, buckwheat, corn, hay, root crops and vegetables, and all the common fruits, including the finest melons, are among the products of the valley. Sweet potatoes, peanuts, sorghum and hemp can be successfully grown also.

The climate of the valley constitutes one of its chief natural advantages. The land is somewhat elevated, the site of Ashland being two thousand feet above sea level, and some portions being higher and some lower than that point. The mean annual temperature for the past four years, as ascertained from the records of the United States signal service, which maintains an observation station there, is fifty-four degrees. The average mean temperature for January, the coldest month in the year, is thirty-eight degrees, and for July, the hottest month in the year, seventy-nine degrees above zero. The average annual rainfall for the same period was twenty-three inches, and there were but three times during that term when no moisture at all fell for thirty days. The greatest precipitation for any one month was in No-

ember, 1885, when a total of a trifle more than eight inches was measured. There are no destructive tornadoes in summer nor cold blasts in winter. Mercury seldom gets below ten degrees above zero, although snow usually falls to the depth of a few inches in the winter time, and remains on the ground several days. There is a cool breeze in the afternoon and evening of the hottest days in summer. Crops grow without irrigation, but gardeners sometimes resort to artificial means of watering their plants so as to prolong the bearing season or to get more than one yield in a season from the same ground. The streams flowing from the adjacent hills make irrigation convenient for those who choose to employ it.

In the rough land bordering the valley there is an attractive field for stockmen. Generally the locality can be chosen so that by going into the mountains in summer time and coming out in the valley in the winter cattle find good grazing the entire year. The stock interests of the Rogue river country are quite extensive and profitable. There are large numbers of sheep on the ranges, and the wool product is said to be the best in the United States. It is entirely free from sand and burrs and the sheep are well bred. The animals are almost entirely high grade merinos, but steps are being taken to introduce

long wool breeds to mix with them and bring the grade down to a more profitable basis according to the present tendency of the market. Jackson county, in which Ashland is situated, and its sister county in the Rogue river country, Josephine, are among the important wool producers of the state. The woolen mill now in operation at Ashland does not by any means consume all the product that naturally goes to that market.

Ashland has one of the best water powers in the state. Ashland creek, which flows through the center of the city, has a fall of about two hundred and fifty feet to the mile, so the water can be used several times as it passes through the city. The volume is sufficient at all seasons for manufacturing purposes. It is so easily controlled that it has a special value for manufacturers of modest means who are in search of a place for safe and profitable investment. There are many choice sites along the stream and conveni-

ent to railroad transportation where furniture factories, flouring mills, woolen mills, machine shops and many other manufacturing institutions could be operated to advantage. It is a live and progressive community and inducements are offered that are worthy of careful consideration by investors.

The city of Ashland is a most pleasant place of residence. It has broad, well graded streets and the general appearance of the town impresses one with a sense of its neatness and hospitality. It is laid off on a generous plan and some of the avenues lead through peach orchards and fields of waving grain even within the city limits. Many pleasing architectural features are observed in both public and private buildings. Every house has its lawn and flower and vegetable garden. The business streets are full of life and energy and an air of comfort and refinement pervades the homes of all the people.

The education of the children of Ashland is well provided for. The city has two public school buildings and seven teachers are employed. A state normal school is maintained and liberally patronized. There are also three private schools, including a kindergarten. The city has a large public hall and six handsome church edifices belonging to the Roman Catholics, Methodists, Presbyterians, Baptists, Congregationalists, Dunkards. The Episcopalians have an organization and will soon build a church. Of fraternal and benevolent societies there are lodges of Masons, Odd Fellows and Knights of Pythias. The city has one of the best companies of militia in the state. A public reading room under the auspices of the Woman's Christian Temperance Union and the libraries of the different societies place good literature within the reach of everyone. The board of trade numbers among its members the live business men of the city, and it is, of course, a flourishing organization and one that is of inestimable value in promoting the welfare of the community.

A very important consideration in connection with the healthfulness of Ashland is the abundant supply of the purest water that is furnished its citizens. Good water is something that western cities sometimes lack, but the water supply of Ashland can



ASHLAND WOOLEN MILLS.

not be excelled. It is pure, and, flowing from the line of perpetual snow, it is always cool. There are white sulphur and soda springs in and near the city, which are well patronized by the home people as well as by visitors from abroad. The warm sulphur spring in one edge of the city is a rare attraction. It is fitted for bathing and is a very popular resort. Ashland has not pushed before the world its advantages as a natural sanitarium, but its merits are gradually becoming known and it promises to be in a few years one of the most popular health resorts in the country. In addition to its specific merits its surroundings are all pleasant, and there is not a single unhealthy symptom in the locality. The city claims the lowest death rate in the United States, notwithstanding the fact that many people have become residents there because of their broken health.



RESIDENCE OF H. B. CARTER, ASHLAND, OREGON.

Besides being on the overland route of travel between Portland and San Francisco and a divisional point on the railroad, Ashland is the nearest railroad station to that celebrated body of water that is proving such an attraction to curious tourists, Crater lake. A wagon road leads from the city directly to the lake, a distance of about sixty miles. As a natural curiosity, as well as for the beauty of its surroundings, Crater lake is well worth a visit. The excellent hotel accommodations of Ashland make it a comfortable stopping place for travelers, and its central location makes it the most convenient headquarters in Southern Oregon for hunters and tourists, as well as for business men having interests in that section. There is regular communication with the settlements of Lake and Klamath counties, lying to the east of Jackson, and a large volume of trade from that region goes to Ashland. A semi-weekly stage runs to Link-

ville, carrying the mail, but a proposition to increase the service so that a daily mail will be afforded the people of the interior is now being considered, with a probability that such a service will soon be established. The trade flowing to Ashland from the country immediately surrounding it is important and is constantly growing in volume.

The resources of the Rogue river valley are by no means confined to farming, grazing and orcharding. The sides of the hills are covered with a good growth of valuable timber, such as sugar pine, fir, cedar and oak. The sugar pine is a particularly fine timber for manufacturing. The country is also rich in minerals. Last year Jackson county yielded more gold than any other county of Oregon. Since their discovery in 1852 the placer mines of that region have produced \$25,000,000.00. There are quartz

ledges showing rich prospects, but the want of sufficient capital has thus far prevented their development. Among the other minerals found there are marble, limestone, granite, sandstone, coal, iron, cinnabar and kaolin. There is a good opening for manufactories to aid in developing and working these minerals. The kaolin, as well as most of the others, has been thoroughly tested and found to be of excellent quality.

Ashland is making more rapid progress now than ever before in its history. Though it already has a water works plant the citizens have just voted to have a new one that will be more in keeping with the constantly growing needs of the

city. The source of supply will be the same but the reservoir will be over four hundred feet above the point of service in any part of the city, giving a natural pressure for all purposes. A bonus has just been raised that secures the building of a large fruit drying and canning establishment in Ashland. An avenue one hundred feet wide was recently made, leading from the business portion of the city to the sulphur springs at the base of the Siskiyou mountains, three miles distant, and preparations for building a street car line out to the springs are now in progress. Many buildings of a substantial character are in course of erection, and everywhere with the evidences of thrift and prosperity may be seen preparations for improvement. The post office receipts last year exceeded those of the previous year nearly fifty per cent. Ashland is a repeating station on the lines of both the Western Union and the Pacific Pos-

tal telegraph companies, and the business of the local offices has increased in the past six months fully forty per cent. over the preceding six months. Express and railroad business has experienced a corresponding increase. All industries show that the city is making rapid progress in every line, and as the metropolis of the whole Rogue river country it is sure to continue its advancement with accelerated pace.

Ashland claims the finest climate on the Pacific coast, the best peach growing country and the best farmers' homes. It occupies a position of advantage for manufacturing. For the general purposes of agriculture or stock raising the Rogue river valley is unsurpassed. It has timber and minerals in abun-

dance awaiting developing operations. Tillable land on the edges of the valley can be purchased for from \$3.00 to \$10.00 per acre, though, of course, choice locations in the valley cost much more. There is no government land suitable for cultivation unoccupied, but good range land in the hills is subject to entry. One of the greatest needs of the country is money to carry on the work of development, from which the element of uncertainty is almost entirely eliminated. No one who carefully examines the merits of the Rogue river valley and of Ashland, its chief city, can fail to be impressed with the unusual advantages they offer for the investment of capital or the building of homes.

MIDSUMMER EVE.

If I must surely lose you, love,
 If death's chill hand must be
 Thrust in between us to remove
 My heart's delight from me,
 Promise to grant me, suppliant,
 This one poor boon I crave—
 This one least favor, while last lights waver
 Above the dead sun's grave.

When primrose pates that pave the west
 Are deepening into gold,
 And I without you, sore distress,
 Go desolate and cold,
 Ere fall of night, O, let your sprite
 Pace the wet sands with me,
 While the shore lands sterile glow jasper and beryl
 Beside the purple sea.

The glimmering strand where first we met,
 Midsummer eve of yore—
 It can not be you will forget
 That wild and lonely shore—
 In that weird place, O, grant me grace
 One hour with you to roam,
 Till moonlight bleaches the gray sea reaches
 And ghost bells ring you home.

I shall not fear to meet your eyes,
 Enfilled with phantom gleam;
 Your robes all sweet of Paradise
 Not strange to me shall seem;
 I make no prayer to touch your hair,
 Nor kiss your cold, cold brow—
 To see and hear you, to know I am near you,
 Is all I ask for now.

M. C. GILLINGTON.

BETSY TIBBITS' CHEMICALIZATION.

BETSY TIBBITS had gained a partial victory over death. She could never be taken unawares by that conqueror. Few and unimportant were the diseases she had not experienced in some form or other, and these, had they been worth counting, Betsy would have had. Heart disease, she felt convinced, would carry her off most any day. She went into a decline bi-ennially, and was, by way of always having on hand a disagreeable chronic ailment, a nervo-billious-dyspeptic. When it was not heart or lungs she could always fall back on her liver, which, with remarkable elasticity, was inflamed, congested or torpid, as the case might require. All the while B. C. Tibbits was as fresh and lean and round as a winter apple.

Hozia Tibbits, through love for his wife, bore, bravely and speechlessly, huge bills for drugs, paid one hundred and fifty dollars for a complete magnetic suit, which increased Betsy's proportions to such an extent that she looked like the fat woman of some respectable side show retired from active life. With the herb doctor of humble school she had begun, and thus far "marsage" was her craze. She had worn out the "histogenetic" system of things, now would she stop here? Yes, unless propitious heaven invent and speedily send some newer and better alleged cure.

"Law! but Betsy don't seem satisfied, nohow, 'less she's a-doctorin' one way or t'other. I'm about beginnin' to think she'll hev to put up with the old allopath after all," soliloquized Hozia Tibbits, as, pitchfork in hand, he wandered home to tea.

"Betsy," he chuckled to himself, "hev been uncommon idle lately, leastaways regardin' 'er precious health. She's a-bidin' her time, though, an' 'll break out with a new disease, sooner or later, unheard of afore." By this time he had reached the house, and sat down upon the front stoop to cool off and to wait for the supper bell to ring. "Well, Bet am mighty long about handin' out them vittles; maybe she's really took in a fit this time, an' ef she don't get well or die afore long we're a ruined community, an' that's what I've told her time an' time agin."

Five, ten, then fifteen minutes went by, and still no supper seemed ready or likely to be. Receiving no answer to his repeated calls, he strode into the house to inquire into the cause of such an unusual proceeding. The house was empty, and he muttered to himself: "Mam ain't been so peart as usual lately, what ef she hev gone insane an' drowned?" and gulping down a sob, he hurried out of the house and over to the nearest neighbor's. It was a trifle embarrassing, this wife hunting, but he bore the situation bravely and said: "Hes my wife been here to see you'uns to-day, Mis' Whiteline?"

"No, Mr. Tibbits, I hain't seen your Betsy for nigh onter three days; hain't even so much as ketched a sight of her. There's been sewin' society down to Sam Purday's; likely enough she's there."

"Well," said Hozia, with a sickly attempt at joviality, "good evenin'," and straightway down to Sam Purday's went the disconsolate benedict.

He knocked, the door was opened, and he inquired, rather faintly: "Is Mis' Tibbits here, Sis' Purday?"

"No, she hesn't been here to-day, nor for the last three or four meetin's. But won't ye come in, Brother Tibbits; Sarah Cramer hes dropped in with her triplets, an' she's showin' 'em off now, an' they do say as how she's goin' to call the biggest one arter you."

"Law, now, ye don't say! Well, the little creetur shell hev the finest silver mug I kin find in Boggs-ville; but I be entirely too consarned about mam to stop long, Mis' Purday, an' it's hard to git off from the women folks, we all know."

But before he could take his final departure, a dozen female heads, of every color and degree of comeliness, were thrust out over Mrs. Purday's shoulders, and in twelve different keys of the female "voice divine" Mr. Tibbits heard—

"Goodness me, Mr. Tibbits, don't yer know where your wife is?"

"That's exactly the kind of a fix I'm in this here present moment. Mam hain't been home an' got supper yit, an' here I'm a-rampagin' around this time o' night to find her."

Each turned and looked at the other inquiringly, but no face seemed to beam with the desired intelligence. But each woman was eager to advance some theory that should explain the strange occurrence. One said that "Ole Mother Egolf was bedsick, an' maybe she'd gone to tend her." Still another thought "she'd gone down to see the folks at the mill." But as one after another spoke, Hozia seemed inclined to discredit them all. At last, one old woman spoke up and said—

"As some of the ladies was a-talkin' of goin' down to call on them new-fangled doctors as was come to town."

Knowing Betsy's failing, as they all did, a faint titter went around, that Hozia was too busy thinking to notice.

"What school is them doctors?" asked Hozia.

"No regular school, Mr. Tibbits, only a independent kind of canterin' off. The sign my husband seen hed 'Christian Science' writ' on it, an' he hearn another man say as how they was a perfession to cure every last disease under the sun, jest prayin'."

"What nonsense," said Hozia, "but I can't go fer to think mam is down there. Don't ye know nothin' particular about them folks' perfessions?"

The minister's wife, the most intelligent of them all, stepped forward and said: "I know a little bit about it, deacon, for when I was over at Spearstown, just before we came here, there was some of the same kind of doctors there, and my very next door neighbor was treating with them. I used to hear her say a lot about 'beliefs in disease' and such expressions, and when her youngest was taken down with the scarletina she kept calling it his 'chemicalization.' I remembered that, it being such a queer word, and we've had lots of arguments on that very thing. But I know that when her Johnnie got real bad her husband just up and said his wife might go experimenting and fooling around, but he wasn't going to sit by and see his boy killed. They always say you're having your chemicalization if you have a set back, and they're great for having all the big words in and out of the dictionary for their use."

"Deacon Tibbits, it's 'most dark now, and ef ye want to find yer Betsy ye'd better be a-gittin'," spoke up one woman, jealous of the prolonged monologue the preacher's wife had heretofore maintained.

"Reckon I had," said Hozia, "I have stopped too long already," and amid a general farewell, each one trying to get in the last word, and some natural embarrassment on Hozia's part, he started off.

He muttered, "Them was curious things she told about, an' no mistake, but I won't go fer to believe Betsy Cornelia hev been imposed onto that fur."

He hastened briskly down the street, around the corner and up the steps of a stone house, directly even with the street. He lifted the iron knocker and brought it down with considerable force on the panneling. It was answered by his cousin Ebenezer Hinks, who lifted an astonished face to Hozia's perplexed one.

"Eb, is Betsy here?"

"No, ain't my wife to your house?"

The two deserted husbands stood looking at one another for fully two minutes, Ebenezer being the first to speak.

"Marier, she went over to your house about half past three, with her new perlese an' bunnit on. Them two women has been confabbin', an' where do ye suppose they're gone to?"

"'Pears to me, Eb, we'uns hed better be a-findin' out; it air most dark now, an' I don't like to have them two women galavantin' around so late at night. Besides that, I hain't hed no supper yet to-night."

"Well, Hozia, ef you be so worried about your Betsy I'll go along, but I'm about thinkin' Marier's about equal match fer any coke-burnin' loafer, ef that's what ye mean. Ef they meets her, Hozia, ef they meets her, an' ef they sarses up to her, Hozia, my sympathies air with the men," and Ebenezer

chuckled to himself in very much the same manner that a sly and posted better backs the winning filly.

The two men started off in the same direction. They passed Mr. Tibbits' house, but all was dark and comfortless, for the late August twilight had deepened into night.

"Hozia, this is the biggest wild goose chase I ever hearn tell of. Betsy is with Marier, an' trust Marier fer a-pilotin' of her home safe."

"As fur as that's concerned, Ebenezer, Betsy kin take care of herself, ef she ain't in one of her spells, an' they air like to come on most any time."

While they had been talking they had reached a square where four roads diverged, and Ebenezer stopped.

"Hozia, which way are ye goin'?" he demanded, when, suddenly, a brilliant thought struck Hozia, judging from his face, which shone as if inspired.

"Ebenezer, I hev it; mam's got a new disease—mam's took—an' there's my hand on it."

Ebenezer Hinks looked knowing, assented, but still did not seem to think the theory threw much light upon the subject. He waited for Hozia to speak, for he never rushed matters. Maria was the motive power, Hinks was the machinery, and he knew it. Habit, then, made him always look to others for the initiative.

"Eb, do ye want to know where Betsy Cornelia is, surer 'n shootin'? She's down to them Christian doctors. There was some sense in what them chatterin' women said—more sense than usual."

"Christian doctors! Ef Betsy hain't the liveliest case to hunt up them doctors! But I call that a downright blasphemy, I do. Er be they anything like ministers of the gospil, a-curin' of souls an' the like?"

"'Tain't that, Ebenezer, 'tain't that, but they're a prayin' institution though. I've heard as how they was come to town, an' ye mark my words, Betsy hain't lost no time a-findin' of 'em out."

As there was only one main street, the doctor's house must be somewhere on that street, and, guided by that certain knowledge, they hastened down toward town. Just as they had reached the vicinity of the big hotel, Hozia, who was considerably in the lead, stopped suddenly and began to scratch a match, with great reverence, upon his pantaloons. Ebenezer hastened to join him, and by the tiny light of the match, passed backward and forward over a small wooden sign nailed to the front of the house, they were able to make out this inscription, painted in rather small characters—

CHRISTIAN SCIENCE DOCTORS.

Gains Large. Fees Small.

Come ye that are athirst, and drink of the water of life.

"That," said Hozia, is the bold-facedest humbug a-goin', an' Betsy, excusin' my love for her, is a old fool."

"But, Hozia, how do ye know yer wife is here? I don't see no lights nor hear no noise nor talkin', an' that ain't Marier's style."

"They keep it dark, Ebenezer, they keep it dark, an' ef ye hed a doctorin' wife ye'd 'a' knowed that afore this. Swindleaceous, great, big, money-makin' frauds are mighty mysterious an' secret about their goin's on, let me tell ye. I'd like to swoller the hull business," and he shook his fist menacingly in the air.

"I'm a-goin' to see what's to be seen, an' do ye watch this here front door. It may be somethin' like sperritoolism, an' sperrits hes a way of gettin' outen keyholes, but they're allus durn sure about takin' the sash along."

This smacked of soreness on Mr. Tibbits' part, and happening to think of past wrongs probably added fuel to his wrath, which by this time was considerable, and directed toward an unseen enemy and one that it might take strategy to outwit. But Ebenezer was alarmed. It was not his intention in life to assume the aggressive, and he groaned—

"Hozia, ef we'uns hed set right down to home an' hed a quiet smoke, I believe them two women would come walkin' in slicker'n kittens. Ye see, it's this way, Hozia, Marier's mighty sot on havin' her own way, an' my interferin' ain't took gentle like, no-ways."

"Interferin'!" said Hozia, contemptuously, "well, interferin' or no interferin', I'm goin' to make things lively around this here ranch afore mornin'; air ye comin' along?"

He would listen to no remonstrance, but crept silently around the house, first one way and then the other, leaving the wondering Ebenezer at the door, bold as a lion for spirits, fearful as a lamb for Maria. He could discern nothing through the closed blinds, carefully and closely drawn. Satisfied of that, Hozia came up to where Ebenezer stood, and said, in a ghastly whisper—

"Ebenezer Hinks, I hev circumvented the varmint, an' do ye leave me alone fer a-spottin' of 'em." With that, he gave a loud knock upon the door.

At first all was silence, then there came a hurried sound in the hall and the door was held cautiously open a little space, and a rasping female voice inquired what was wanted.

"What's wanted!" said Hozia, "mam's wanted."

"He has a strong belief in being drunk," groaned the woman piously, raising her eyes and hands heavenward.

"Don't ye sling none o' yer believin's at me," Hozia angrily replied, "I'm not the man what's to be trifled with."

The woman made a motion to close the door, but Mr. Tibbits was too quick for her, and planted himself firmly and squarely between the door and the jamb and demanded—

"Is Mrs. Hozia Lelon Tibbits in this here place? I won't budge a inch till I know."

"There are two ladies here, but I do not know their names. Praised be the Lord, they're arriving at a knowledge of the truth."

Hozia, at that, turned to Ebenezer and said: "Eb, kin ye tell 'er what close Marier hed on? That'll be the surest way of findin' out. Trust a woman for knowin' every inch of stuff in t'other woman's dress."

"Mrs. Marier," said Hinks slowly, "hed on her new perlese an' her new green and black fall bunnit. She is tallish an' stoutish an' powerful convincin' at a argumint."

"I believe the description of one of the ladies is correct, but the lady who was with her is being treated, and you will have to wait a while. Will you come in?"

They could see that the woman was somewhat mollified when she found that the intrusion was lawful, and she led the way silently and at once down the hall. They stopped at a side door half way down the hall, and she motioned, with finger on her lip, to the men to enter. There sat Mrs. Ebenezer Hinks, her new "perlese" and "bunnit" lying on a chair by her side. Her eyes were closed, and on her face was a lofty air of spirituality and content. Slowly she unclosed her eyes and cast about her, unable to realize what daring had prompted Ebenezer Hinks, the spouse heretofore held in subjection, to seek her out and inquire into her doings. As soon as she saw who it was she sat bolt upright, all traces of her late seance-like aspect disappeared, and looking witheringly at Ebenezer, she exclaimed—

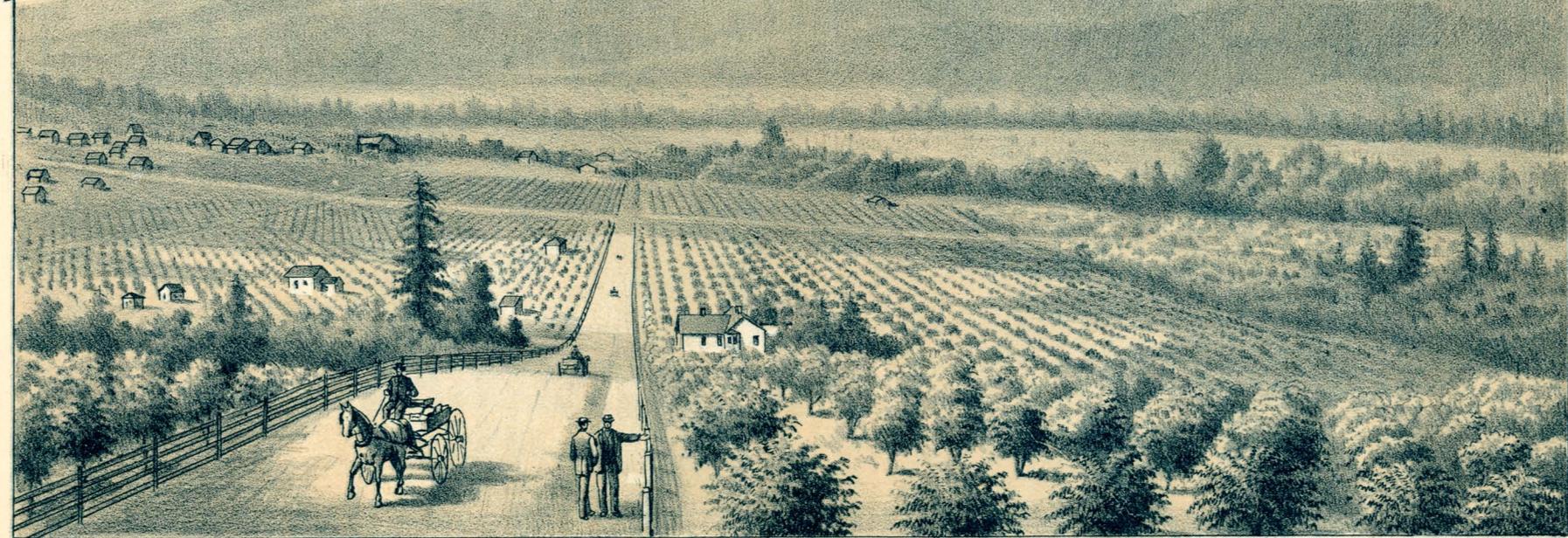
"Ebenezer Hinks, what is the meaning of this?"

"That question, marm, I hev come here to ask myself."

"Ebenezer Hinks, will you go home this instant? There is no fool like a old fool."

"That's what I've allus maintained, Marier, that's what I've allus maintained. There is no fool like a old fool—female fool—ye're right there, Marier, ye're right there, an' these here perceedin's is a monoomint to that inscription."

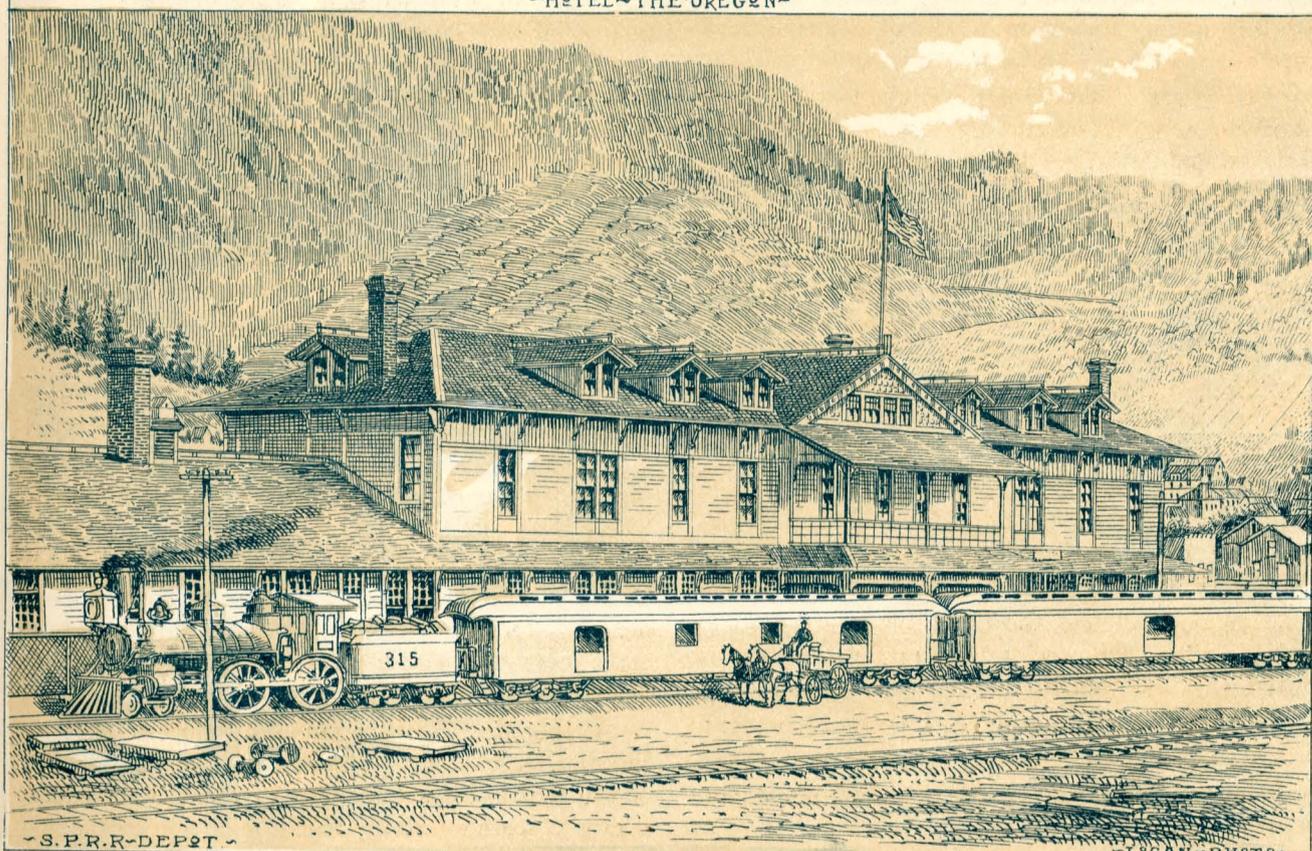
At this Mrs. Hinks broke into profuse weeping, the ever ready refuge of vanquished woman, and Ebenezer took swift and sudden advantage of the opportunity to score a lasting victory.



MONT-VIEW-ORCHARD-ASHLAND-OREGON



~HOTEL~THE OREGON~



~S.P.R.R-DEPOT~

~ASHLAND~OREGON~

~LEGAN~PHOTO~

"First, I will demand what is the meanin' of these here perceedin's."

"And where," said Mr. Tibbits, "is Betsy Cornelia?"

The woman who had piloted them in now spoke for the first time: "This, as you are doubtless aware, is the house of a Christian science doctor, and we, as the disciples, are administering to these women, who are so unfortunate as to harbor a belief in disease."

"Marier, look me in the eye," demanded Ebenezer, "an' tell me what's a ailin' of ye."

"Oh, Ebenezer dear, I've had a wicked belief in a carbuncle," and the last word died away in a prolonged wail.

"Ye hain't never hed no kind o' sickness sense ye was took in a swooned at the cattle fair, an' ye hain't a-goin' to."

Said the disciple: "She is just beginning to know there is no such thing as disease. All disease comes from thought. For centuries the material mind has been taught to believe in its existence, and behold there is not one good thing in them. The influence of mind over matter, sir."

"That be durn nonsense," said Ebenezer.

"That be astonishin'," said Hozia. "An' air ye a-claimin' to perform meracles?"

"If you call doing away with belief in bodily affliction a miracle, yes."

"Well," said Hozia, "ef we ain't sick we ain't a-goin' to die, 'ceptin' them as dies by accidents."

"Exactly so, and in time, when our good deeds are sown broadcast over the land, narrow, indeed, will be the mind still believing in corruption, disease and death."

"I believe the hull thing is a whoppin' lie, but ef ye cures my wife of believin' in sicknesses ye will be blest with my eternal gratitude, ef not my everlastin' respects an' admiration. Say, what'll ye take fer a cure? Makin' it a sure one, mind ye now."

"One dollar a treatment are our terms, but it is sad to see the carnal mind so stubborn."

"I see ye ain't above takin' pay, air ye, fer them meracles o' your'n?"

"We must live," was the laconic and unanswerable reply.

"An' livin' high, I calls it, too. Ef I'd 'a' made a dollar a prayer every Sunday, Deacon Tibbits wouldn't be in only middlin' circumstances now. But where be Betsy T.? I've got a big belief in bein' hungry, fer I hain't hed no supper yet to-night."

"Oh, the flesh pots of Egypt, the flesh pots of Egypt," groaned the female disciple. "But let us go and see how the cure progresses," and, motioning to Hozia, they left the room together.

They went on still farther down the hall and stopped at another door, in all respects exactly like the one they had left. They went straight in, without knocking, and closed the door behind them. What a sight met Mr. Tibbits' eye! There sat Betsy Cornelia in a large arm chair, her eyes were closed, in front of her sat a man, his eyes closed, and he was clasping Betsy's hand in his own. Hozia forgot all caution, and the disciple was rudely awakened from his prayerful attitude by a sounding whack on the side of his head from Hozia's fist.

"There, take that, ye sneakin' humbug! Love-makin' to Betsy, was ye? I'll give ye a belief er two that'll make ye a considerable trouble, mind that," and he sat down, mopping his brow, while the innocent and discomfited victim of his wrath, the doctor, scrambled to his feet, not yet recovered from his wrath and proper indignation at the unmerited assault.

"I'll have this out of you, sir, for battery, sir, see if I don't, sir. And be so good as to explain your rascally conduct, sir," said the physician.

"Hozia, what hev ye done? Ye've broke up the treatment, an' it cost me a dollar. Hozia, ye air greener an' foolisher than I hev give ye credit fer."

"He was a-holdin' of yer hand, Betsy, an'—an'—ye seemed to like it. That's 'countin' fer my feelin's."

"That," interposed the female disciple, "is the treatment attitude. Communion is thereby established between patient and physician, whereby the patient is brought into harmony with spiritual law."

"Oh!" said Hozia, sheepishly, for he understood there had been a mistake somewhere, and that the homily was intended as a rebuke, "I'm fer beggin' yer pardon, mister, shake."

The doctor was agreed, for he saw a possible remunerative patient in Mrs. Tibbits, and peace was restored once more.

"Hozia, ye airn't angry with me, air ye?" Mrs. Tibbits asked, imploringly.

"No, no, Betsy, ye kin go right on a-treatin'," with a wink at the disciple to remind her of his bargain, "ye can go right on a-treatin' an' I'm yer man fer footin' up the bills."

It was nearly ten when the two families finally took their leave and departed to their homes. In the Hinks family there was a revolution of things. In the Tibbits family there was a scheme. Betsy Tibbits continued to take treatments regularly for some time, and gradually lost her old habit of complaining of sickness all the time, and appeared to look perfectly well. Her husband chuckled to himself and congratulated himself daily on what he was wont to term his "investment," for the plan was working amazingly well. When the winter came on, however,

Betsy refused to don extra clothing or wraps, and when remonstrated with by her husband, explained it by saying that we only had beliefs in cold and heat, and she meant to rise above them. Here was a dilemma, but Hozia decided to say nothing, for a while at least. But in the meantime Betsy caught a severe cold of a rheumatic nature and came down to her bed.

"Now," said Hozia, "ye've got a belief as is a-goin' fer to kill ye ef ye don't look out. An' I'm a-goin' to have a sure-enough doctor this trip."

But his wife begged so hard for a renewal of the Christian science treatments, that Hozia reluctantly consented, and Doctor Elliott Perrywinkle was called forthwith. Hozia took him aside before he had seen Mrs. Tibbets, and said—

"Look a-here, ye're a good un; where's yer curin' now? Here's my wife down with the rheumatiz bad, an' all on account of yer dinged scientific trash. What yer goin' to do about it, anyway?"

This was a clincher, but the doctor answered glibly enough: "She is having her chemicalization now, that always occurs before the cure is complete, sir. It is the casting out of the seventh devil, sir; faith wrestling with unfaith; spiritual health forcing out material belief in disease, sir. We will cure her yet. Only her chemicalization."

"Chemicals!" shouted Hozia. "There, I knowed it! W'y, chemicals is poison, man! An' ye don't go fer to say Betsy Cornelia hev a-swollered of 'em."

"Oh, no, Mr. Tibbits, you mistake; really, sir, you mistake," hastily answered Dr. Perrywinkle. "We use the word only in a technical sense, I assure you, sir. We mean regeneration of organism, organism as it appears to you carnal believers, sir, nothing more."

"Why don't ye say what ye mean, then, an' not go a-circumventin' of the truth, an' a-harrowin' of a feller's feelin's up? I hev seen chemics as would blow up a hull town ef they was left settin' by other chemics. They air the sarvents of perdition's own pit, with their blue and red lights an' their tarnation rockets."

"Mr. Tibbits, are you aware that you are taking up very valuable time? I will bid you good-morning, sir," and the doctor stalked majestically off.

"That's all right, my fine feller, that's all right, but I'll get even with ye yet," and Hozia shook his fist threateningly at the disappearing Prince Albert coat-tails of the doctor as he vanished into his wife's sick room.

How or where he would get even with him, the deacon did not explain, but the next time the Christian doctor came he found a row of bottles, pill boxes and spoons arranged defiantly on a small stand at the patient's bedside. All this was contrary to the doc-

tor's faith, and he accordingly, disputed their right to be there. Said he—

"Madam, I will not consent to treat you further, if you still persist in using these material methods. These are the devil's own means, madam."

"Oh, they air, air they?" came in an angry whisper from Hozia, who had stationed himself behind the door leading to his wife's room, in order that he might hear "how the feller took it," for Hozia had, of course, procured these remedial agents from an allopathic doctor, an old and valued friend. "An' that, too," he muttered further, "is mighty complimentary to my humble endeavorin's."

Strange that the honest Hozia saw nothing in this eavesdropping, but he considered all fair in love and war, probably; and this was war, war to the death. However, he restrained his impetuosity to hop out and confront the doctor, and to "tell 'im a thing or two." And the doctor forever remained ignorant of the deacon's backslide from principle.

Then the sick woman's voice was heard questioning: "Hadn't I oughter use them medicines?"

The doctor's voice was heard in reply: "Certainly not, madam, unless you wish to undo all our former work. If you still persist in using material instead of spiritual means, our prayers can not avail you. One or the other of us doctors must leave the field,"

Hozia, after the physician was gone, strode up and down the back porch, oblivious to the biting winds that swept around the corner of the house. His caution and his anger were contending, and fearful, indeed was the conflict. He soliloquized—

"Ef that old nincompoop shows his yeller phiz in this here house agin, one or tother of us 'll hev to vamoose. Betsy's gettin' worse, an' she nor him won't listen to no kind o' reason. I hain't never expected no overpowerin' sense from Betsy—Betsy's a woman—but that strappin' scientific donkey hain't no more'n a settin' hen. But, don't ye see, ef I goes to convincin' Betsy back again that there is sech things as sickness, there won't be no more peace on this here earth for Hozia Tibbits. She hev rested a good bit now, an' she'd make up 'er lost time. What ever shall I do?" and he scratched his head meditatively. Suddenly he burst out: "Hozia Tibbits, gin us yer hand; ye're a genus, Hozia, an' that's what I've allus told ye. She hev got to take them medicines unbeknownst to 'er. I hain't paid 'im two hunderd dollars fer nothin', I hain't, not by a long shot. How kin I enveigle 'er inter takin' what's the proper thing fer 'er? An' she hev got to think the Christian done it all. He kin gin her the credit of it, but I'll come out the furest ahead, jest the same."

Once more he consulted the family physician, an allopathic doctor and an old friend, who, for that

friendship's sake, gave Hozia a solemn and binding promise, along with the pills and liquids and instructions, not to reveal the secret and not to take the credit to himself if Betsy got well.

The doctor said: "I do hate to give up the ground to that scientific upstart, but for your sake I will. But it will be pesky hard if he goes to knowin' of it."

Day after day the Christian science doctor came, satisfied that the panoply of drugs had been removed, and day after day Hozia's doses in tea and broth and fruits went down Mrs. Tibbits' throat. She did get well, and, after a prolonged and severe attack, arose

from her first real experience of sickness, a "sadder and a wiser" woman. Afterwards, no one ever heard Betsy Cornelia Tibbits ever again boasting of her numerous ailments and hunting up the doctors. And, when any slight indisposition came upon her, she was wont to say: "Only my chemicalization, Hozia dear, only my chemicalization."

And Hozia, he came out of the affair happy in a well wife; his pockets considerably lightened of spare cash, however. And he would say to himself at times: "Them Christian fellers was mighty scientific about gittin' of their cash, warn't they?"

GENIE CLARK POMEROY.

A GRAVE.

Whose narrow home is this neglected grave,
 With myrtle rank and flowering weeds o'ergrown,
 Unmarked save by a lichened, nameless stone?
 What race? What faith? A master or a slave?
 What is the heritage to man he gave?
 Somewhere is fruit from seed his hands have sown;
 What good, what evil is to us unknown,
 And vainly secrets of the tomb we crave.
 Small matter now what was the rank or creed
 Of him who sleeps in this forgotten place.
 The dust lies underneath the bloom we heed
 Of form that once had consciousness divine;
 One lived and died; our eyes behold the sign;
 Yet what he wrought God's hand alone can trace.

LEWIS DAYTON BURDICK.

THE CITY OF ELLENSBURGH.

ONE of the marvels of the present generation is the growth of that portion of the country which is soon to become the state of Washington. A few years ago it was a thinly populated and almost unknown territory, cut off from the rest of the country, with which it had no railroad connection whatever, and now it is soon to be a great state in our common union, populous, wealthy, and possessing many miles of railroads, which not only traverse its own territory, but give connection by several routes with every portion of the country. To tell the story of its growth is to relate the marvelous progress of its towns, the springing up of commercial points where wealth and population have clustered, and there can be found no better representative than the city of Ellensburg, the city which bears the same relation to Central Washington that Spokane does to the extreme eastern portion of the future state, and Seattle and Tacoma to the extreme western. It has sprung up in less than three years from an almost unknown trading post to a city of commanding importance, not by reason of syndicate operations or systematic booming, but because of its commanding position as a commercial point and the great richness of the resources of the region tributary to it, the development of which is adding thousands to the population of that section, and millions of dollars to its wealth. The mere buying and selling of town lots and the erection of business blocks far in advance of the possible needs of the city is not the kind of growth Ellensburg has been enjoying. On the contrary, it has made its rapid and substantial advancement by extending its trade into new and more distant fields, by establishing industries and by promoting the growth of the country surrounding it.

Ellensburg lies in Kittitas valley, very near the geographical center of the territory, and occupies a most commanding position with reference to the great natural routes of communication between the eastern and western divisions. Its population will soon reach four thousand, all but a few hundred of whom have come within the past three years, and more than half within the past year. Its growth, however, has not been merely in population, but has been equally great in business, wealth, and substantial and costly buildings for both business and residence purposes. Its progress has been made in all lines which lead to a permanent and increasing prosperity. The present business portion of the city occupies a dozen blocks, on which stand, or are in process of erection, a score of fine brick buildings and one or two elegant stone structures. The cheap wooden buildings first erected under the urgent pressure of business in the infancy

of the city are rapidly giving way to these more costly, durable, ornamental and safe structures. During the year 1888 there were erected two hundred and thirty-one buildings in the city, at a total cost of half a million dollars, a record which will probably be largely surpassed in the operations of the current year. City improvement has kept pace with private enterprise. The city is lighted by electricity and supplied with a complete system of water works and a good fire department. Its streets are kept in good condition, and there are many miles of excellent sidewalks. A franchise has been granted for a street railway, one and one-half miles of which must be completed within the first six months.

The resources which have made Ellensburg what it is are but in the infancy of their development, and though the city now has a substantial base upon which to stand, it is nothing when compared with the factors which will contribute to its support in the near future. At this point are located the headquarters of the Cascade division of the Northern Pacific, with all the usual division buildings, including a roundhouse, machine shops, operating headquarters, etc., and the crews of twenty-three trains make this their headquarters. The railroad company disburses about \$40,000.00 a month in wages in Ellensburg, the greater portion of which enters into the business of the town. As a shipping point, it is one of the most important on the line of that great transcontinental road, and its receipts of freight are also very great. Water power in abundance can be had here at nominal cost for the prosecution of the numerous industries that could now be entered into profitably, as well as many others which will find favorable conditions here a few years hence. The Yakima river runs through the valley but a short distance from the town and furnishes a large volume of water at all seasons of the year. A large roller process flouring mill, with a daily capacity of one hundred and fifty barrels, is operated by power from water brought to the city in a large ditch, whose capacity could be almost indefinitely increased. Besides this, there are half a dozen other mills in the immediate vicinity of the city. There are, also, a foundry and machine shop and two planing mills. Wool scouring could be carried on to advantage, as this is the shipping point for the clip of one hundred thousand sheep, and pure water can be had in abundance. A woolen mill would find it a superior location for the same reason, and because the shipping facilities are so excellent. Upon the adjacent ranges graze great bands of cattle, thousands of which are annually sent to market from this station; and this suggests the practicability of meat packing establishments and tanneries, for the latter of which tan bark can be easily procured in the moun-

tains near by. Butter and cheese, beet sugar, potato starch, glucose, flax mills, fruit and vegetable canneries, broom factories, paper manufactories, and numerous other industries are suggested by the well known products of this region. In the mountains not far distant, and contiguous to the railroad, are mines of excellent iron and a good quality of coking coal, with an abundance of wood for charcoal, and plenty of limestone. All the essentials for an extensive iron industry are thus found in the immediate vicinity of the city, and that they will some time contribute much to the support of a large city at this point can not be doubted. The same may be said of the many valuable ledges of gold, silver and copper ores, in which that portion of the territory abounds. From the numerous mining districts tributary to it the city receives much of its support, and it is in the energetic way in which the business men of Ellensburg secure and hold this trade that lies one of the secrets of the marvelous prosperity of the place. This is illustrated by the enterprise displayed last year in putting a steamer on the Columbia to run from Port Eaton to the mouth of the Okanogan, thus giving Ellensburg the cheapest and best route into the great mining district being developed in the Okanogan region, and the further and greater enterprise of constructing a railroad from the city to connect with the steamer line at Port Eaton, which is being successfully pushed.

Ellensburg's central location, both geographically and as regards the natural routes of travel between the two great divisions of the territory, give it a most commanding position as a railroad point. Not only is it now the easiest reached by rail from all sections, but it will continue to be so when other important projected lines of road are completed. Both the Northern Pacific and the Seattle, Lake Shore & Eastern are constructing lines westward from Spokane Falls to Ellensburg, the former to connect with its own line here and thus making a much shorter route through, and the latter to meet its own line now under construction eastward from Seattle. The construction of a line across the mountains from Vancouver, no matter at what point it connects with the Northern Pacific, will only increase the ease with which Ellensburg may be reached from that portion of the territory. These facts have led to the selection of Ellensburg for the convocation of deliberative bodies, so much so that it is called the "City of Conventions." Last year both the republican territorial and the general admission conventions were held there, and it has already been selected for 1890 for the grand encampment of the Grand Army of the Republic, the encampment of the Knights Templar of Wash-

ington, the meeting of the I. O. O. F. grand lodge, the M. E. conference and the Washington alliance. This popularity, added to the facts before recited, that Ellensburg is a prosperous and growing city, situated in a beautiful and healthful valley, and occupying a central position, easily accessible by both present and future lines of railroad from all portions of the territory, have caused the city to be looked upon generally as the most eligible point for the capital of the state of Washington. There are, to be sure, many who have a personal interest in the selection of some other place, who do not admit the force of these advantages; but all who consider simply the general good perceive the peculiar fitness of this city for the seat of government. The indications are that the latter class far outnumber the former, and that when the time comes for that important question to be settled a large majority of the people of the state will vote to locate the capital at Ellensburg. In anticipation of this almost certain event, a tract of forty acres has been donated to the state for the site for a statehouse and grounds by Messrs. Walters & Co., the leading real estate dealers of Ellensburg. These grounds have been laid out with fine driveways and surrounded with broad boulevards, and are being planted with choice shade and ornamental trees. No more beautiful location could be selected, as the grounds command a fine view of the Cascade mountains, with their lofty peaks of eternal snow, as well as the lovely valley of Kittitas and the rolling, grass-covered hills that surround it. The land adjacent to the capitol grounds has been platted in lots and blocks and will be in great demand for residence purposes. These lots will acquire great value as soon as the capital becomes definitely located there, and those who purchase them will reap a large return upon their investment. Blocks in Washington State Capitol Park will be the most valuable residence property in Ellensburg, and this fact is so well recognized that it will not be long before every one will have found a purchaser. Aside from any question of the location of the capital, the natural growth of Ellensburg as a large commercial center will add a value to the property that renders it a safe investment. From the illustration given on another page a good idea may be obtained of the appearance of Washington State Capitol Park. The central diamond is the one reserved for the erection of the statehouse, while all the triangular tracts formed by the double system of boulevards are a portion of the public grounds. Washington will have occasion to be proud of her capitol grounds and of the enterprising and progressive city near which they are located.

FOOTPRINTS OF GLACIERS IN WASHINGTON.

DURING the age of glaciers the general level of the sound country was some two thousand feet higher than at present. None of the intervening ranges between the summit of the Cascade range and the ocean coast were over two-thirds the height of the main range. Gradually the snow and ice filled all the valleys where now is Puget sound, between the Coast and Cascade ranges. Still it kept accumulating until it overtopped all the intervening ranges, and extended from the summit of the main range an unbroken waste of snow and ice six thousand feet thick, that covered the tops of all the intervening mountains from two thousand to four thousand feet deep. What a weight was that! What a tremendous force it might exert on the surface of the earth if there was only a power great enough to set it in motion! Just think of it, less than thirty-five cubic feet of this mass would weigh a ton. In a cubic mile there are one hundred and forty-seven billion nine hundred and seventy-nine million nine hundred and fifty-two thousand cubic feet. There would be over four million tons to the cubic mile. But this mass was over a mile deep and covered the whole country, two hundred miles from the crest of the mountains to the sea. In that two hundred miles it descended an average of thirty feet to the mile, some five or ten times the average descent per mile of our great rivers. Suppose one hundred miles from its starting point it encountered an obstacle. Were this mass set in motion, a dead weight of four hundred billion tons would be brought to bear on a single mile front to crush that obstruction, and this force might be kept up for a million years. What could set such a powerful force free? What could start such a mass? Simply a gentle zephyr, the balmy Chinook wind. Then, as now, it came across the Pacific, and the southwest face of the terrible glacier had to encounter its rival. This kept one surface free. Year by year, freezing and melting, and the tremendous weight pushing behind it kept it moving towards the sea. Mountains now over two thousand feet high were not able to turn it a degree from its course. Mount Constitution, two thousand four hundred feet high, is channeled and grooved on its summit by the glacier, as well as a hill a hundred feet high.

From the mouth of the Chehalis and the Columbia, back to the summit of the Cascade range, the route traveled by the ice can be traced as if it were made but yesterday, and everywhere its track is from the northeast to the southwest. It moved solidly, with its face to the foe, the Chinook zephyr, until it perished in the struggle. But the zephyr did not conquer unaided. Other causes were at work to aid

in the struggle. The forces evolved, just before the glacial period, in throwing out those vast sheets of basalt in Eastern Washington, in capping the Cascade range, and in elevating Western Washington had spent themselves. Unable to hold up the weight that was pressing from the mountains and ice combined they began to settle; but before giving up the struggle they made a last effort in throwing out volcanic bastions to the westward of the mountains they had raised to defend these mountains from the tides and currents of the ocean, that was ever seeking to tear them down. To those who have seen the forces exerted by water, flowing under pressure in hydraulic mining, it is submitted that nature presents a force as great perhaps as the glacier, which science has yet scarcely tried to measure. Twice every twenty-four hours a mass of water seven thousand miles wide and five miles high, by the tides, is hurled against the Pacific coast of the United States. This ocean also sends a current, flowing day and night, for millions of years of time, five miles deep—the width of the shore line—a current ceaselessly beating on our shores. None of this force is wasted. It is all treasured up and manifested, perhaps, ages afterward in the volcano of the earthquake. May not this force of tides and ocean currents, in part, account for the faults and sinking of the surface on both the Rocky and Cascade ranges? Is there not also a relation between these forces and the fact that volcanoes are nearly always on the ocean slope of mountains? Those of the Sierra Nevada and Cascade ranges are almost without an exception in that position.

A few words more about the glacier before other matters are treated of. Right in the center of the glacier track, extending across the country from near the Carbonado to Seabeck, on Hood's canal, and crossing the sound in the vicinity of the narrows, once existed a mountain range which tried to do battle with the glacier and perished in the struggle. Its relentless rival ground the mountain down to its base, and its ruins doom to everlasting sterility a region of country about fifty miles square around the upper sound. When a river flows down a mountain side its head is filled with coarse rocks and boulders, but these decrease in size as a more level country is reached, until finally nothing is found in its bed but fine sand and clay. A glacier acts similarly to a river, only it never stops to sort the particles it works upon as does the water in a river. When the glacier is running over hills and mountains, crushing rocks and other obstacles to its progress, it leaves the ground strewn with coarse gravel and boulders, but the farther it moves over a comparatively level country the finer the gravel becomes, so that the gravel and cement of Pierce and Thurston counties becomes the

fertile soil of Lewis and Chehalis; and after passing the Chehalis river is a mass of fine clay, extending from Montezuma toward Shoalwater bay. It is from this fact that one is able to tell whether the surface for some miles east of him on Puget sound is level or not by examining the glacial drift deposits. If it is clay on the surface he can walk for many miles before reaching rocky, mountainous ground, to the northeast of such deposits.

The chain of volcanoes on the west flank of the Cascade range, from Mount St. Elias, in Alaska, to Mount Shasta, in California, all began to raise their heads about the close of the glacial period. The volcanic forces of the coast were concentrated at such points, and while they were coming up the coast was settling. The mountains cooled internally, contracted in length, the gorge of the Columbia and the canyon of the Fraser made a passageway through the mountains for those rivers to the ocean. But the Columbia came not into existence until long after the glacier had disappeared and Baker and Rainier and these other volcanoes had been actively at work.

North of the Chehalis river and west of Hood's canal is a region very little known. Here is a mountain parallelogram about fifty miles square. All around it are to be seen the old Coast range with its rounded summits worn down about one-third of the way to their base, while the sharp, well-defined, jagged peaks of the Olympic mountains show no trace of other than local glacial action. This difference is plain to be seen from the east, south and west sides, but on the north an older range, running parallel to the straits, hides these newer, wilder, sharper and more jagged peaks from view.

While the whole coast was settling, these volca-

noes, by the amount of matter they were throwing to the surface, were still further hastening the final catastrophe that took place. Earthquake fissures hundreds of miles in length and of unknown depth rent the sound country. The San Juan mountain chain was broken north and south, east and west. The mountain range that had crossed the sound country in the vicinity of the narrows west of Tacoma, and had perished in battling with the glacier, although worn to its base, yet presented such obstacles to the earthquake that the channel of the sound, where it cuts through this old mountain base, is only about a mile wide, about one-fifth or one-sixth its average width. It is probable that Vancouver's island was separated from the mainland. Gray's harbor, Shoalwater bay, the valley of the Lower Chehalis, the valley of the Columbia west of the Cascades, the Willamette valley and San Francisco harbor, with the valleys of the San Joaquin and Sacramento, were all formed by sinking of the surface and immense fissures in the earth, at about the same time the sound country was formed.

Mount Baker, Mount Rainier and the Olympic mountains form three angles of a nearly equi-angular triangle. The main Cascade range between Baker and Rainier was quiet. These two mountains acted and reacted on each other, and the surplus force not being able to go east, was driven to the other angle of the triangle. Hence the Olympic mountains came up, not a range, not one well-defined peak, but a dozen or more sharp, jagged peaks, each distinct, but together occupying the whole ground, and presenting a surface so rough, so broken and so difficult to travel over that few have ever ventured to explore them.—*Eldridge Morse, in Snohomish Eye.*

THE TOWN OF POMEROY.

L YING on both banks of Pataha creek, an important tributary of Snake river, flowing into it from the south, is the town of Pomeroy, terminus of the Pomeroy branch of the O. R. & N. Co's system, county seat of Garfield county and the center of one of the most productive agricultural regions in Eastern Washington. It has a population approximating fifteen hundred, and is rapidly growing in all the elements that go to make a large and prosperous inland town. As a terminal point it possesses many advantages, but as the commercial center of a large and productive region which must always trade there, no matter to what point the railroad might be extended, it possesses more and better ones.

In the county are upwards of five hundred thousand acres of land all of which is arable and the greater portion possessing a most fertile and productive soil. Of this less than one-fifth is now under cultivation, leaving fully four hundred thousand acres of good land yet unturned by the plow. A crop can be raised the first year and the land can thus be made to pay for itself at once, including improvements of moderate cost. Such an opportunity as this does not exist in the mountainous or timbered portions of the west, and the time is rapidly approaching when they will not exist even here, for the value of land in this country is rapidly increasing and unimproved land will soon be hard to find. If one desires improved property it can now be purchased at from \$10.00 to \$25.00 per acre, according to the improvements and its nearness to town. This land lies in that famous grain belt along the base of the Blue mountains, where irrigation is unnecessary and a failure of crops is unknown. With proper cultivation wheat yields thirty bushels per acre in an ordinary season, and many farms largely exceed this, at times going as high as forty-five and fifty bushels on tracts as large as a hundred acres. Lack of adequate shipping facilities for the grain raised has retarded the agricultural development of Garfield county in the past, but now that want is supplied and the area of cultivated land is being rapidly enlarged.

Pomeroy is the point from which all this region is supplied and where it transacts its business. Its trade last year amounted to \$1,000,000.00 of which \$150,000.00 represent agricultural implements alone. An important element in the business of the town is the First National Bank, which was incorporated in April, 1886, and which erected a handsome brick block the following year at a cost of \$20,000.00. The incorporators were such well-known business men as D. P. Thompson, W. F. Burrell and John B. David, of Portland, and John Brady, C. A. McCabe, Elmon

Scott and J. H. Walker, of Pomeroy. Operating with a capital stock of \$50,000.00, the bank now has loans and securities to the amount of \$86,486.00, and a surplus and undivided profits of \$17,800.00. The officers through whose careful management this splendid condition of affairs has been reached are W. F. Burrell, president; Elmon Scott, vice president; and H. M. Hathaway, cashier. Besides this institution the business of the town is carried on by a private bank, two large general merchandise stores, two drug stores, two millinery stores, four grocery stores, three large agricultural implement houses, two hardware stores, two shoe stores, one furniture store, two hotels, two jewelry and notion stores, one market, two harness shops, two restaurants, three livery stables, five blacksmith shops, two wagon shops, two barber shops, two good weekly newspapers, five physicians, six attorneys, two dentists and five real estate, loan and insurance agents. Business in all the lines mentioned is good and the stores all carry large and well assorted stocks of goods. There are a number of brick buildings in Pomeroy and others are being erected this year. There is also a large opera house capable of seating six hundred people, and the Methodists, Christians and Catholics have good houses of worship. The Presbyterians and Episcopalians also have organizations and the former are making preparations to erect a church edifice. In the town are two public schools and a school maintained by the Catholics, while the school system of the county is excellently organized, offering good educational opportunities to every family within its limits. Devotion to the public school is one of the characteristics of the people of Garfield county, and the formation of school districts was the first act of the settlers in every neighborhood. School houses were built almost as soon as cabins to live in, and now in traveling over the country it is almost impossible to get out of sight of one of these evidences of intelligence and good citizenship. In Pomeroy there are about two hundred and fifty school children, who are under the care of five teachers. It is proposed soon to erect a commodious brick school house, at a cost of about \$20,000.00, and when this is done Pomeroy's school equipment will be second to no city of its size in the United States.

Pataha creek is capable of supplying water power sufficient for a number of industries that might be carried on there to advantage. It already has a roller flouring mill and a chop mill, but the products and characteristics of the country suggest a tannery, creamery and other industries for working the raw materials produced. In the mountains along the southern border of the county are splendid forests of merchantable timber, offering an opportunity for the

operation of saw and planing mills. The local market could be much more fully supplied than at present, thus keeping at home much money now paid to lumbermen in other localities, as well as increasing the wealth and products of the county.

The people of Pomeroy are intelligent, hospitable and enterprising, and stand ready to give substantial encouragement to any enterprise that promises to be

of general benefit to the community. A hearty welcome will be extended to everyone who decides to cast his lot with them in that growing region whose development means wealth, comfort and honor. Those who thus accept the invitation of the citizens of Pomeroy will have reason to congratulate themselves that they have chosen a place to make their home where all the conditions of success are so favorable.

KANAWHA FALLS.

At eve I stood
In dreadful mood
Where rolls Kanawha's mighty flood,
Enraptured, gazed,
Lost and amazed,
While Gauley's peaks above me blazed.

Fold after fold
The sunset roll'd
Its wealth of crimson and of gold,
O'er foam and spray,
And rocks of gray
Around whose base fierce eddies play.

The mist clouds lift
And slowly drift
Along the wild and beetling cliff,
And gleam and shine
And cling and twine
Around the dark and odorous pine.

With wrathful might
The wild waves smite
The rocks, and break, foamy and white,
And up and o'er
The craggy shore
Their great echoes ceaseless pour.

On rocks that stand,
When wildly grand
The torrents rave on every hand,
Apart from care,
One moment there
I worshiped God in thoughtful prayer.

I heard and saw,
With breathless awe,
The unguessed harmony of law.
To my wrapt soul
Did here unroll
Great nature's God his mystic scroll.

A fairy boat
The bubbles float
To rocky ports in pools remote,
And laugh and leap,
And dancing, keep
The time of rhythmic murmurs deep.

Oh, Nature's child,
Thou torrent wild,
Ne'er with thy boundaries reconciled,
I mourn for thee;
Thy liberty
Life's prototype; thou slave—yet free.

Oh, stream, no more
Upon thy shore
I listen to thy torrents roar;
But in my brain
Do hear again
The echoes of thy wild refrain.—ETOILE.

OREGON MARBLE.

TO test the authenticity of a marble discovery, the proofs are very simple and easily obtained. Pure marble effervesces in acids; gives quicklime by calcination; has a conchoidal, scaly fracture; can be easily scratched with a knife. These qualities united occur only in the three principal varieties of limestone—in the saccaroid, like that of Carrara, the modern statuary marble; in the foliated limestone, constituting the antique statuary marble, like that of Paros; and in many of the transition and carboniferous limestones, subordinate to the coal formation.

Supposing these requirements to exist, the only things needed to constitute a profitable marble quarry are a large extent of homogeneous limestone and good facilities for transporting the slabs to market when out. It is simply from these advantages combined that none of the statuary marble quarries of the pyrenees, Savoy, Corsica and other places, once important, have ever been able to compete with the quarries of Carrara valley, in Italy.

The question now comes, have we any marble in Oregon of the requisite qualities in pureness and color, and near enough to railroad transportation, to justify the hope of their being of value in the future? The answer is as distinct and pronounced as the question. Oregon, though only superficially explored in this connection, is already proved to be full of such quarries, from Baker and Willowa counties in the extreme east, down along the mineral formation to Grant's Pass, in the extreme south. In fact, the sides of the intervening valleys in many places, like the celebrated Carrara valley, seem to be mountains of marble, and what is better, as pure in quality and color as any now produced in Europe or England, excepting a few special varieties not yet found here.

The quarries I am personally most familiar with are those near the town of Joseph, Willowa county. To these I shall confine myself in showing what the marble industry will soon be here, as in this case I can hold myself responsible for the statements made.

The quarries in question are situated near the mouth of Hurricane creek, about two and a half miles northwest of the town, sufficiently high up in the mountains above the creek to allow them to be worked to a great depth before water interferes. The works, so far as they have gone, can be seen from the town. At this point there are ten claims, fifteen thousand feet in length by six hundred feet in width, or about seven acres of land, well timbered and watered. The property is owned by citizens of Joseph incorporated as the Willowa Marble Company.

Four different varieties of stone, singularly pure in character and color, have been found at this point

—one white, two grays, one red. Samples of these I took last year to San Francisco, where they were thoroughly polished and subjected to the severest tests of acids and fracture that could be applied. The opinion of all the leading marble men in that city who saw the samples was uniformly the same, that they were all the very best American marble ever exhibited in the country. In fact, I had the greatest difficulty in making them believe that they were really an American product. On being polished to its full capacity, the white sample appeared at least two degrees whiter than the best Carrara marble in the market and equally pure in character. The red was admitted to be equal to the best Scotch and superior to the best Tennessee red in the market; while the two grays had no equal in the market. The darker gray of the two, indeed, is equal to any marble ever taken out of the earth. The cost of developing the quarries thoroughly at this point would not be serious.

A variegated marble quarry is situated on the same creek, about three miles above the incorporated company. It produces two or three varieties, a gray and a blue, both absolutely perfect. This property consists of six claims, of the usual size. The marble here shows out in solid form, without crack or crevice, to such an extent that blocks fifteen by twenty feet could be sawed from the ledge to-day without further stripping. The vein can be traced up the mountain quite plainly as far as the six claims extend back from the creek.

Besides these, there is a magnificent black marble in the district, which, when polished fully, is a good mirror, and a vein of what is called "Whitney stone." The latter is valuable as forming a substitute for granite, only much lighter and more easily worked, both great advantages in costly buildings. From the fineness of grain it accepts as perfect a polish as the purest marble, and resembles granite in color.

The varieties mentioned range in price about \$8.00, \$9.00 or \$10.00 a cubic foot. There are about twelve and one-half cubic feet in a ton, so the standard price is \$100.00 per ton for the white and red as the most common, \$112.50 for the variegated as the most popular, \$120.00 for the black as the most rare. With the exception of a small vein in England, and another in Ireland, Belgium has the good fortune to furnish the world with most of its black marble. It is this which makes it worth £2 a cubic foot in England or \$120.00 a ton in America. The Belgian product, all marble men allow, is no better, if indeed as good, as the Oregon product. An abundant supply, which the state can furnish at these figures, makes marble one of the most valuable products, and at the same time one of the safest to speculate in.—*From an article written by Leigh Harnett.*



~WASHINGTON~STATE~CAPITAL~PARK~ELLENSBURGH~



·G·W·HUNT·

A SELF-MADE MAN.

NO name is more familiar to the people of Oregon, Washington and Idaho than that of George W. Hunt; and no man is more closely identified with the development and material progress of this region than the energetic and enterprising bearer of that title, who has built a large portion of the railroad mileage of the country, including an important system under his own control and ownership. As an example of what a young man can accomplish with only pluck, energy, industry and brains, unaided and against adverse circumstances, the record of Mr. Hunt's life is full of interest and instruction. With such an example before them, the youth of America can have no reason to feel that there are no opportunities to make places for themselves, for the same self reliance and energy that have placed Mr. Hunt in the position he now occupies will do the same for any young man who employs them.

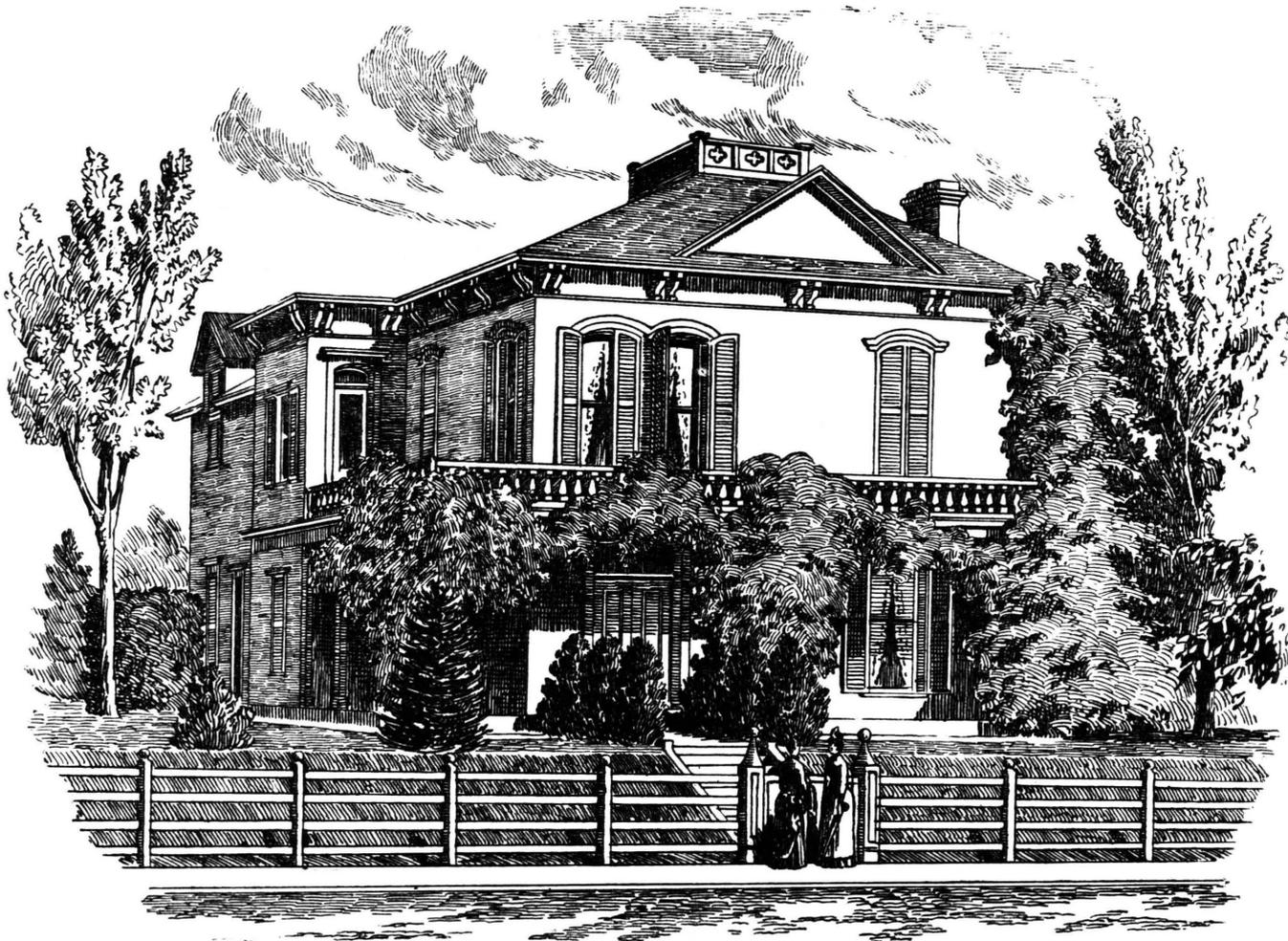
George W. Hunt was born on the shore of Chautauqua lake, about three miles from Mayville, N. Y., on the fourth of May, 1842. He was reared on a farm, and attended the district school, though after reaching the age of eight years he was able to attend only during the fall and winter months, being required to work the remainder of the time. When he was thirteen years of age, being one of a family of four boys and two girls, and his parents being in quite moderate circumstances, he began to work out for wages, receiving only \$5.00 a month the first season and twice that sum the second. In the fall of 1858 he entered the Ellington academy, but in the following spring he was carried away by the Pike's Peak excitement and started out into the great west alone to make his fortune, though but a lad of sixteen, intending to return in two years and graduate. He went by rail to St. Louis, and thence by boat to Leavenworth, where he formed a partnership with five others, purchased an ox team and wagon and started through the buffalo country and by way of the Smoky Hill route to the land of promise. They arrived in Denver on the seventeenth of May, 1859, the great metropolis of Colorado being then but a small aggregation of log cabins. After prospecting a few days in the Jackson diggings, five of them, with the others of the large party who had crossed the plains, started across the mountains by a trail so rough that it was necessary at times to let their wagons down by means of ropes, and entered the Gregory diggings, camping in Spring gulch, almost on the site of the present town of Central City. They soon struck a quartz ledge, but after working a short time, Hunt and one other sold out their interests for two mules and \$200.00, and with a party of twenty-eight crossed

the mountains into the South Park region, and discovered the placer diggings there. Hunt's partner was soon taken sick, and, abandoning his claim, he took his sick partner back to Spring gulch. With three of his old partners he worked in Spring gulch until the water froze up in the fall, when they all went to Denver, two of them going back to Leavenworth and one remaining in Denver with Hunt. They were then "dead broke," having given their partners the team and what little they had cleaned up in the claim. Hunt's partner secured a job of shingling a barn, and wanted Hunt to work with him, but the latter said he did not come out to Colorado to shingle barns, or to work for anybody, and intended to go into business. The partner could not see how a man could go into business without having a cent of money or any friends, and took the barn job, leaving Hunt to solve the commercial problem alone. He succeeded in hiring a wagon and two yoke of oxen and made a trip with freight to Mountain City and Central City, earning enough money to make a payment on purchase of the outfit. He then took in his partner and continued the business until spring, when they had accumulated fourteen yoke of oxen, three wagons and \$1,000.00. The others returning from Leavenworth, they all went in together and took up four ranches on the Cache la Poudre, where they cut hay and kept stock. In the fall Hunt left his partners on the ranches and went to the mountains with seven teams and engaged in hauling quartz. In the summer of 1861 he added a butcher shop and hay yard to his business. As fast as his cattle became used up in teaming he sent them out to the ranch to recuperate and purchased new ones until he had accumulated a hundred yoke.

In the spring of 1862 great excitement sprang up about the Salmon river mines, in Idaho, and Hunt, leaving his partners in charge of the business in Colorado, started for Florence with an ox team and a saddle horse. With five other wagons and twenty men he proceeded by way of the Cherokee trail and Baker's pass to the Sweetwater, being joined there by others to the total of twenty wagons, thence nearly to South pass and by the Lander road to Green river. That was the spring of high water, and they found no ferries or bridges across the streams. Making boats of their wagon boxes, they ferried their goods over, the stock swimming. When they reached Snake river, near Fort Hall, they found five hundred wagons waiting for a chance to get across. Hunt and six others were the only ones in their party not afraid to go into the water, and they succeeded in getting their entire outfit across the stream, one of the men being drowned in the effort. Finding it impossible to get through the mountains after going nearly to Lemhi, they paid

an old mountaineer \$125.00 to pilot them to the Mullan road. For a short time they camped in the Deer Lodge valley, some of the party striking the Bannock diggings, the first mines opened in Montana. Some of the men now being destitute, Hunt there purchased another horse and packed him with provisions and took them across the Lo Lo trail to Oro Fino, hiring a man to take his wagon to Walla Walla by the Mullan road. The men he had befriended immediately went to work at \$6.00 a day, and Hunt, without going

arrived on New Year's morning, 1863, having had a very stormy passage of seven days, which so cured him of any desire to "sail the ocean blue," that he gave up his Panama trip and went to Sacramento and paid \$250.00 for a ticket to Denver on the overland stage. Denver was reached on the twenty-third of January, and after settling up his business there he started for Boise with teams, twenty men paying him \$60.00 each to take them through. He took a load of tea and groceries as far as Salt Lake City, where he



RESIDENCE OF GEORGE W. HUNT, WALLA WALLA, WASHINGTON.

to Florence, went to Walla Walla to meet his wagon. There he bought a load of vegetables and provisions and took it to the new mines at Auburn and made a large profit. A trip from the Dalles to Auburn added to his gains, and then, though the Boise excitement was at its height, he sold out and started back to look after his affairs in Colorado, intending to go home by way of Panama, and after a short visit to proceed to Denver. At Portland he took the old steamer *Sierra Nevada* for San Francisco, where he

sold them and laid in a stock of flour, eggs, butter, etc., which he sold in Idaho City at great profit, butter bringing \$1.00 a pound, eggs \$1.50 a dozen, and flour \$50.00 a hundred. He then engaged extensively in the freighting business between Umatilla and the Idaho mines. It was while engaged in this business, in 1864, that he met Miss Leonora Gaylord, in Boise, who had come across the plains to the Willamette valley with her parents in 1853, when only four years of age. The Gaylords had gone to Boise in

1863, and in the fall of 1865 they moved out to the Payette, where they owned a farm and a ferry, and there, November 4th, 1866, Mr. Hunt and Miss Gaylord were married. He purchased the property from Mr. Gaylord and lived there for many years, engaging in the freighting business, in contracting for army supplies during the Indian war of 1867-8, in cattle driving, shipping, farming and running the ferry. At one time in 1867 the Indians stole one hundred and twenty mules from him, but he pursued them so closely with his men that they abandoned the animals, all of which were recovered but three, which had been shot with arrows. In 1881 he sold out and engaged in freighting from Kelton for two years, and in the spring of 1883 he took a construction contract on the Oregon Short Line from the Payette to near the Weiser, and another immediately after on the O. R. & N. from Union to Pyle's canyon. In the summer of 1884 he helped to complete the Oregon Pacific into Corvallis. The next year there was but little railroad work done in this region, but he built part of the Pomeroy extension of the O. R. & N. Co. and then took his outfit back to Corvallis. In the spring of 1886 he built part of the O. R. & N. line from Colfax to Farmington, and then took a contract to build portions of the Cascade division of the Northern Pacific, lying on both sides of the tunnel, which he completed in April, 1887.

Mr. Hunt's next venture was a more important one, both to himself and the public. The business men of Pendleton having organized the Oregon & Washington Territory Railroad Company, he took the contract for construction of the line from Wallula to Pendleton, but after having built ten miles, and grading to Centreville and within six miles of Pendleton, and the company having failed to raise the money for its construction, he bought up the stock and began the work of constructing that most important system of railroads known as the Hunt system, whose extent and character are fully described in the following pages. Mr. Hunt owns a fine residence in Walla Walla, where his family will make its future home. Six children were born to him while living on the Payette, one dying in infancy. Three boys are now

attending school in the east, one of them at the Denison university, at Granville, Ohio, and two at Bryant & Stratton's business college, in Chicago. One boy and a girl are living at the home in Walla Walla. Since he started west as a youthful fortune seeker, Mr. Hunt has never been a minute in any man's employ. On the contrary, he has constantly managed business enterprises of steadily increasing magnitude, both in his own interest and for those at times associated with him. He has built more miles of road with his own means than any other man in the United States, and has accomplished, as an individual, results that are usually achieved only by associated capital. His chief characteristics are self-reliance and energy. He can not bear to see work flag for want of being pushed, and this has always placed him in the lead in all public enterprises wherever he has lived. Progressive in his ideas, he carries his impulse into everything with which he is connected, and achieves success where most men would fail. No better illustration of this can be had than his success in building his railroad system, in spite of obstacles that were by others considered insurmountable.

Though he left home with the expectation of returning in two years to finish his education, it was nearly twenty-nine years before he again saw the home of his childhood. During that time he had received a practical course in the harder school of actual business life, and well merited the hard-earned diploma, stamped on its face "Success." Meanwhile both his father and mother had died and brothers and sisters had changed. The sister whose appearance was memorized, and somewhat idealized, as when last seen in the bloom of maidenhood, was hardly recognizable in the mature matron of a later day. These changes made him feel that success may be dearly bought. It is his idea that money is valuable only as it is used to accomplish something, and from the beginning of his career he has used all his means in the work of developing the country, thus increasing the wealth and comfort of the people. What the northwest needs is more men of the same energy, capacity and desire to promote progress as shown by Mr. Hunt.

THE HUNT RAILWAY SYSTEM.

RECOGNIZING the need for better transportation facilities in a surpassingly rich agricultural country in Southeastern Washington and Northeastern Oregon, Mr. G. W. Hunt began, a little more than two years ago, the construction of the lines in that section now generally known as the Hunt railway system. The lines now finished and in operation comprise one hundred and thirty miles of track in Walla Walla county, Washington, and Umatilla county, Oregon.

The legal name of the corporation that built these lines is the Oregon & Washington Territory Railway Company, which was incorporated under the laws of Oregon supplementary to those of Washington. Mr. Hunt is president and general manager and principal owner of the system. In May, 1887, he commenced construction work on the line from Hunt's Junction, which is located on the Northern Pacific one mile north of Wallula, to Pendleton, the county seat of Umatilla. Twenty miles of track were laid that year, and much of the grading done for the remainder of the line. This line, with the branch to Centerville, comprises about fifty-seven miles of track. It was completed last year, and then the construction force was turned to building the line from Hunt's Junction to the city of Walla Walla, with the branch extending through Eureka flat to the northward. The main line to Walla Walla is fifty-three miles long, and the Eureka flat branch is now finished a distance of twenty-two miles, and will be completed through to the Snake river at Riparia before the close of the present season. Of the one hundred and thirty miles of track now under full operation, twenty miles were completed in 1887, and the remainder, with the exception of the six miles leading into Pendleton, which were built this season, was constructed last year.

Mr. Hunt has spared neither care nor money to build a first class road. His locating and constructing engineers are men of consummate ability in railroad building, and they have taken every advantage which the topography of the country afforded for the construction of a track first class in all particulars. The materials employed in the work are of the best quality and of the most modern patterns. Only in one place on the whole line does the grade exceed one per cent., and there it is but two per cent. The road bed is well ballasted and surfaced and the fifty-six-pound steel rails rest on two thousand eight hundred and sixteen ties to the mile, while the usual number of ties to the mile in common railroad building is but two thousand six hundred and forty. On all curves of three degrees or more the rails are well braced, so there is no possibility of their tipping over. Gener-

ally all depressions of forty feet or less in the course have been filled in with earth, so there are very few trestles on the road. The evenness of the road bed and the general excellence of the track compare favorably with the oldest and best railway lines in the country. The rolling stock is also new and of the best to be obtained. Mr. Hunt now has nine locomotives, varying in weight between fifty and seventy-five tons each, and a full complement of passenger and freight cars.

Of course, the first cost of this line was much greater than to build a merely passable road, but the philosophy of thorough construction is that a good road can be operated with less risk and expense than a poorly built one, and it gives better satisfaction to all parties concerned in its management. Evidence of the excellence of the equipment and the efficient management, as well as of the exceptional character of the country through which the lines extend, is furnished by the very significant fact that, though the system has been in operation considerably less than a year, it is already more than paying its fixed charges; i. e., operating expenses and interest on its bonds and stock.

There is a popular misconception of the value of the country traversed by the Hunt railway system; in fact, previous to the construction of the railroad, few people had had an opportunity to examine its merits. It was popularly supposed to be, at best, only a vast range, over which stock gathered a precarious living. The very few settlers were almost exclusively engaged in stock raising, but they, of course, knew well that it was an extra fine grazing country. They were so far from transportation lines of every kind that it did not pay them to raise produce for market, but the live stock would transport itself, and, after getting its own living on the rich bunch grass hills, it was a source of great profit to the ranchers. Their interests were benefited by keeping the country in a wild state. The lack of means for getting to market was what retarded the full development of the agricultural resources of the region, but now that these lines have been constructed through the country it is coming to receive the consideration it is entitled to.

It is a conservative statement to say that every mile of the road, except, possibly, within five miles of Hunt's Junction, affords paying local patronage. In other words there is not a single mile, with the above exception, that is dead road. The land immediately around Hunt's Junction will probably never be available for anything but grazing, so it will not afford the transportation business that the farming lands will. All the rest of the territory penetrated by this road is richly productive, or may easily be made so by cultivation.

Probably the statements about the fertility of that region will seem extravagant to some readers who thought they knew a good deal about the country, so let us consider the matter somewhat in detail. In the first place it is distinctively an agricultural country. Stock raising on the tillable area must decrease in proportion as the soil is brought under cultivation, but there is abundant pasturage in the foot hills of the mountains that will never be tilled and will always furnish the best of grazing, and such lands will be occupied more closely when the farmers drive the cattle and horses and sheep from the wide expanse of rolling bunch grass plain, and the nomadic vaquero gives way to the industrious husbandman, with his comfortable home and sober life. The soil throughout the section now penetrated by this railway system is analogous. The chemical analysis shows it to be among the richest in wheat producing properties of any in the United States; it is even said to be unexcelled elsewhere in the world outside of the island of Sicily. This rich soil is in many places twenty-five to forty feet deep, and such is the capillary attraction that it is practically exhaustless, the fertilizing properties being drawn to the surface constantly as the growing vegetation absorbs the nutriment. From the winter rains and the atmosphere the strength of the land is renewed. The use of artificial fertilizers is an almost unheard of thing in that country. The soil arises from the disintegration of volcanic rocks, and it bears a close resemblance to a dark colored clay loam. It is of very fine texture. Through the driest seasons it holds moisture, which may always be found near the surface of the ground. Forty and fifty bushels to the acre are common yields of wheat, and as much as sixty or seventy bushels are sometimes grown throughout large fields. While grain, and especially wheat, is the product for which that country is best suited, there is no lack of the proper conditions for producing a great variety of the ordinary farm crops, sweet potatoes, peanuts, sorghum, melons and the finest of general fruits. Peaches, apples, pears, nectarines, etc., and all small fruits of prime excellence are grown. The yield for a given area is very large, but only a small portion of the section is now cultivated, so the aggregate production is not large in comparison with the extent of the region.

From Hunt's Junction southeast toward Pendleton, the Oregon & Washington Territory railway passes up the Vansycle canyon, and, though the canyon itself is not of special fertility, the country to the brink on either side is of the character described above. Emerging from the canyon, the road extends across the plain, and as Centerville and Pendleton are approached the wild bunch grass gives way to fields of waving grain, and neat and comfortable farm houses

greet the eye in every direction. For many miles along this railroad as far as the eye can see the country is covered with growing crops. At Grand View station one of the grandest prospects imaginable lies before the observer. That is the most elevated point on the line, and from it may be seen the Walla Walla country, Eureka flat, the Columbia and Snake rivers, and the Blue mountains in the distance, and the intervening fertile fields and bunch grass pastures. Not many farm houses are seen, because each land owner holds a large area—sometimes a few hundred acres and sometimes a few thousand—and many of them live in the cities, from which they conduct their farming operations. It is also noticeable that only in the neighborhood of the cities or along the older lines of communication is there any considerable degree of agricultural development. It is not because of any difference in the producing powers of the land that there is any difference in improvement, but simply the lack of means to get the ordinary products of the soil to market. Where the land is not cultivated stock range throughout the year, and the sleek animals are sufficient proof of the excellence of their pasture.

On this line of road, which is mostly in Oregon, Stanton Junction is one of the important shipping points. Helix is also a flourishing town on this line. It has cattle yards, an elevator and large warehouses and a number of mercantile houses doing a brisk business. It promises to become an important town. There are several stations on this line where great quantities of wheat are shipped.

The railroad through the Eureka flat country extends almost due northeast from Hunt's Junction. Twenty-one miles from Hunt's the present main line turns to the southeast and pursues a somewhat irregular course up the Touchet river and across the divide to Dry creek and Spring creek and enters the very heart of the city of Walla Walla. The branch which is now in operation twenty miles from Eureka Flat junction will be extended through to Riparia, fifteen miles beyond on Snake river, before the end of the present year.

Eureka flat has for some years been known as a surpassingly rich country, but its remoteness from transportation has tended to deter farmers from locating there. The lack of communication also prevented the examination of the country, except immediately along the shores of Snake river. But the harvest from the few scattered ranches in the interior was so bountiful that when delivered on the banks of that stream the greatest difficulty was experienced in getting it marketed before the high water of the succeeding year. Hunt's lines have opened that remarkably fertile region to the investigation of settlers, and

it gives them assurance, which they have never before had, that their products will reach a good market. Already the influence of this road is seen in the increased acreage of land growing farm crops where last year stock reveled in the choicest bunch grass. One, two, three, or half a dozen sections of land are held by individuals who can never cultivate such vast holdings. They made their investments profitable by raising stock, but now that the land is made so much more valuable for general farming, the large land holders are willing to sell to settlers in smaller tracts. People with a little capital are going into the country and securing homes, and it is to such that this country offers the strongest inducements.

An important crop that comparatively few sections of the west can grow successfully is corn, and this is produced in abundance throughout the region traversed by the Hunt railway system. Thousands of acres of this cereal are now grown, and the acreage is increasing annually. With the transformation now being wrought in the country between the Blue mountains and the Snake and Columbia rivers, corn, hops, vegetables and general fruits will be important productions, as well as the stock, wheat and peaches which have heretofore almost monopolized the attention of producers.

Farmers in general have a deeply rooted prejudice against undertaking to cultivate the soil where irrigation is necessary to make it productive. There is a widespread impression, gained from unreliable sources, that this portion of the Columbia river basin is an arid tract, which is very wide of the fact. No rain to speak of falls during the summer season, but the ground retains the moisture and gives it off to growing vegetation throughout the dry summer. Irrigation is not employed in farming there, and surely enough in that line has been done to demonstrate the feasibility of farming without it. People passing over the country before it was cultivated jumped at the conclusion that ordinary crops would not thrive there, because the climate is dry and the land, in a wild state, is covered with a growth of bunch grass. Even many of those who have lived in that section for years only recently dared to leave the creek bottoms to attempt to till the soil of the rolling hills. Many old-timers were amused to see a new-comer innocently set his stakes on the hills and start his plow, they being so sure that the efforts of the tenderfoot would result in failure. But when the harvest came and the farmer on the hill gathered as much or more per acre as his neighbor in the canyon, the wise ones were surprised, and could scarcely believe the fact until successive years proved beyond peradventure that the hills are susceptible of the highest culture. So now the whole country is equally inviting.

A trip over the lines of the Hunt system in June affords a revelation for those unacquainted with the country or imbued with the old idea of it. Of course, there are long stretches of land as yet unimproved, for it has only been accessible to settlers a few months. But there are many places, too, where the growing crops extend as far as the eye can see on either hand. Wheat is king. In the latter part of June it is ready for the harvest, and the fields present a busy spectacle. In many of them the wheat is as tall as six feet and the heads are long and well filled. The evenness of the growth is somewhat remarkable. The fields are not spotted, nor is the grain lodged or killed by insect pests that cause such wide devastation in the crops of eastern farmers. One may ride along the edge of grain fields for miles, or through the middle of them, and find the growth everywhere the same. At intervals the broad expanse of ripening grain is broken by fields of thrifty corn, some of which contain hundreds of acres. Its dark color and luxuriant growth show that it is in the midst of favoring circumstances, and the yield, when the harvest time for that cereal comes, is all that could be desired. Peach orchards are coming to be quite numerous in that country, and, now that there are facilities for getting the fruit to market in proper time, orcharding will be one of the chief occupations of the people. The quality of the fruit product, as well as of the grain, is most excellent, and is making a reputation wherever it is known. The country is still so new that it is not well known what the range of products it can accommodate is. Almost everything which has been tried, whether of fruits, grains or vegetables, has proved successful.

Besides the lines of the Hunt system now in operation as noted above, work is now being prosecuted on extensions that will greatly increase its influence and patronage in the Inland Empire. The extensions to be completed this season are:

First—From Walla Walla to Waitsburg by way of Dixie, thence to Dayton and on to Whetstone hollow, a total distance of about forty-five miles. A large force of men is now at work on this line, which will be ready to carry this season's crop to market.

Second—From the present terminus of the Eureka flat branch to Riparia, on the Snake river, a distance of fifteen miles.

Third—From Walla Walla southerly through Milton and up the Grande Ronde valley to Union, a distance of about ninety miles. This still rests upon the contingency of raising a subsidy of \$180,000.00, for which a proposition has been submitted to the citizens of Union and the other towns of the valley that will be affected by the construction of the road.

Fourth—From Fulton, near Pendleton, in an east-

erly direction to Foster, on the O. R. & N. railway, thence southerly to Butter creek, a total distance of about thirty miles from Fulton. There is a probability that this line will be extended still farther west toward the Prineville country, in Crook county, traversing the fertile belt lying between the Blue mountains and the Columbia, but this is not contemplated for the present season.

Fifth—A short line from Riverside, on the Walla Walla division, to Prescott, ten miles to the eastward, will probably be constructed.

Thus there is planned for building the present year a total of about one hundred and ninety miles of track, which, added to the mileage already under operation, will give the Hunt system about three hundred and thirty miles of well equipped road. The lines ramify the Inland Empire in such a way that by far the greater part of the territory is tributary to them. They are built for the accommodation of local business, and every facility is afforded for the producers to reach the best market with their goods. The road secures the patronage of those already located in the country through which it is built, and it renders the country accessible to the vast hordes who are seeking good homes. A large amount of capital is invested merely in the construction work of the numerous lines, and hundreds of men and teams are steadily employed throughout the season. Eureka Flat junction is made the general supply point for the construction department for implements, and Hunt's Junction for the iron and ties. The construction department is exceptionally well furnished with every convenience for doing rapid and efficient work. Mr. Hunt owns three saw mills along the Cascade division of the Northern Pacific and cuts all the timber used in building his lines.

The cities which Hunt's railway lines touch are vigorous, thriving, western towns that are enjoying a healthy growth and rapidly extending their business interests in every direction. The largest city is Walla Walla, where the business headquarters of the system is established. It is one of the oldest towns of the northwest and it is known from one end of the country to the other as being in one of the most fertile sections of the United States. It is a city of about seven thousand inhabitants, has water works, electric lights, street cars, three daily newspapers, two banks and a large number of mercantile houses that have a trade so large as to be surprising to any one not fully acquainted with the surrounding country. In the sales of agricultural implements Walla Walla leads the Inland Empire. The territorial penitentiary is located there and the United States maintains a military post about a mile from the business portion of the city. It is the county seat and

has many public and private buildings, such as the court house, schools and colleges, churches, business blocks and residences of striking architectural beauty. A fine new hotel is among the possibilities of the not distant future now that the Hunt line is extended there. Considerable manufacturing is done, principally of flour and agricultural implements, the power being furnished by Mill creek, which flows through the middle of the city. The professions are well represented in Walla Walla and many of the practitioners are of more than local fame. The bulk of the shipping to and from this city is done by the Hunt lines. The next largest town is Pendleton, having a population of between three and four thousand. It is situated at the edge of the Umatilla Indian reservation, arrangements to open which are now in progress. The lands of this reservation will be allotted the coming fall, and there will then be subject to entry by settlers a large tract of as choice land for general farming as can be found anywhere. These lands will not be obtainable for speculators, because one person can take only one hundred and sixty acres and residence of one year on the claim is required of all who secure title to land in that tract. The farms and stock ranches outside the reservation have supported a good growth in the city and the prospects are favorable for a boom as soon as the adjoining lands, now held unimproved by the Indians, are occupied by thrifty settlers. The town has manufactories of flour and furniture and all the conveniences of a modern city. The city of Union, to which it is proposed to build, is the seat of justice of Union county, and this railway will make it one of the most important places in Eastern Oregon. Summerville is also an enterprising town which the line to Union will touch. The railway will relieve it of the embargo which tedious transportation by stage or freight teams at present places upon its growth. Centerville, Milton, Weston and Dayton are flourishing towns having a large agricultural patronage. At Centerville there is a junction with the O. R. & N. This point is growing rapidly and in a substantial manner. Waitsburg has a fine situation in the heart of the wheat country. It is a town of nearly a thousand inhabitants, has a large flouring mill and does a great volume of general business. Prescott, a number of miles to the west, is another live town having excellent prospects. There are sure to grow up on the line of the road where there has been no previous settlement several towns of considerable size.

The Hunt lines connect with the Northern Pacific railroad at Hunt's Junction, and Mr. Hunt has a traffic agreement with the Northern for fifty years. The Hunt lines drain the country toward the sound and the traffic arrangements are so favorable that it is a

considerable advantage to the producers to be able to ship that way. The transportation rates are the same to tide water in either direction, but from the sound ship charters are less than by way of the Columbia river, so the farmers realize more on produce sent to market by way of Puget sound. Mr. Hunt has been able to get important subsidies from the people of the country penetrated by his lines because of the material advantage which is afforded by their construction and operation on an independent basis, and during the recent changes in the control of the railway situation of the northwest many people became fearful that the system in which they had placed so much confidence was about to pass into other hands and become an agent of extortion. There has never been any real probability of this, however. The writer was one of a party, including President Hunt and Henry Villard, that recently passed over the Hunt lines. The trip was for information only, and it was evident that the system is entirely independent of any hampering alliance with either of the companies having an interest in the development of the Inland Empire. Mr. Villard was much interested in what he learned of the road and the country through which it passes. "That is beautiful," said he, contemplating the scene from one of the stations. "I thought I knew all about this country before, but this trip is a revelation to me. It is a wonderful country, and I would not believe that such advancement had been made if I had not seen it with my own eyes." The

people along Hunt's lines need have no fear that they will be delivered into the hands of the enemy after encouraging in every possible way the new enterprise. The road is a profitable one as it is, so there is no inducement to adopt a policy, which, at best, would be uncertain in its results. As one item of the business, it may be stated that Mr. Hunt expects to carry from the Inland Empire this season about six million bushels of wheat alone.

Mr. Hunt has been very successful in building a railway system of more than ordinary merit. The tracks and rolling stock are as good as the best, the management is enterprising and efficient, and the people of the section through which the lines pass feel friendly toward the company. The Northern Pacific Elevator Company has built elevators at nearly every station on the road, and the railroad company has provided cattle yards at convenient points for shipping. Though there are no government lands along the lines still open for settlers, those who have maintained vast stock ranges are now willing to divide them and go to farming, which yields more profit, and are glad to find purchasers and neighbors. Farms may be obtained in desirable locations at from \$15.00 an acre up. All the conditions are so attractive that people are now pouring into that section in great numbers, and it will not be long before the whole country is brought under the plow and the broad plain will be one of the most richly productive regions under the sun.

IDAHO AND THE NEZ PERCE RESERVE.

NOTHING of greater importance to the welfare of the northwest interior, not even the building of the Northern Pacific railroad, has ever occurred than the recent action of the interior department in taking the initial steps toward allotting the Nez Perce Indians lands in severalty, and throwing open the balance of that great reservation to public settlement. I append herewith a close estimate, compiled from official sources, of facts and figures, as follows :

Indian population.....	1,500
300 heads of families, 160 acres each.....	48,000 acres.
600 single adults, 80 acres each.....	48,000 "
600 under age, 40 acres each.....	24,000 "
For pasture lands	30,000 "
For timber lands.....	30,000 "
Total allotment to Indians	180,000 acres.
Area of reserve	743,680 acres.
Deduct Indian allotments	180,000 "
Leaving a total of	563,680 acres.

The opening of this reservation will thus render more than half a million acres subject to settlement by white people, making homes of one hundred and sixty acres each for three thousand five hundred and twenty-three heads of families. The process to be pursued, as near as I can learn, is as follows: Miss Fletcher, an expert from the Indian bureau, is already on the reservation to allot the Indians their lands, and so confident does the department feel that this lady will be successful in her mission, that Mr. Edson Briggs, of Pomeroy, has been detailed to survey the allotments as fast as they are made. At the conclusion of this work a commission will be appointed to treat with the Indians for the cession of the remaining area to the United States. The lands thus secured by treaty will thereupon become a part of the public domain, subject, however, to no entry filing except homestead. The commutation clause of the law does not apply to homestead entries made on these lands. There must be five years of actual residence thereon to secure title to a homestead of one hundred and sixty acres of the finest land in the United States. I have stated the law relating to the disposal of these lands thus explicitly, so that none may come but those who are prepared to live up to its requirements, and for the further reason that none may say they were lured here under false pretenses.

Within the last few days fully one hundred intending settlers have arrived here, and during the interval of waiting for the opening of the reservation, have located pre-emption claims on the beautiful prairies on Craig's mountain, which are cut in twain by the reservation line. These people are wise in their

generation, for, instead of living in idleness during the year that must elapse before the authorities can complete the allotment and treaty, they are securing title to a quarter section of land as fine as ever a crow flew over, and which is always valuable property, and which, moreover, affords them a home convenient to the promised land, where they can keep posted on the development and progress of the work on the reserve. When the bars are let down, these people will be on the spot to locate their homesteads on the most fruitful soil on the continent. What these people are doing, others can do. The great prairies bordering Mason creek, Wilton creek and Lawyer's canyon afford homes for hundreds more, homes where the soil is wonderfully prolific, well watered and timbered, and where the climate is so genial that stock pull through the winter without feed.

But it is not alone in the opening of the five hundred thousand acres of surplus land on the reservation, though that in itself is no small item, that the beneficial effect will be felt, for it must be understood that the boundary lines of the reservation are so located that they have practically kept under lock and key the best part of Idaho Territory, by commanding the outlet to the whole of the Clearwater basin and the western slope of the Bitter Root mountains, a region dowered with an infinite variety and profusion of nature's richest gifts. Commencing six miles above Lewiston, the reservaton has a water front on both sides of the Clearwater river and its tributaries of one hundred and twenty miles. The main river—the principal artery of access to the back country for two hundred miles—has been closed by the reservation, and it has been practically sealed territory in the possession of an Indian tribe. The tributary country extends from Cœur d'Alene on the north to Salmon river on the south, and is a region rich in prairie, meadow and pasture lands. The western slope of the Bitter Root range contains the largest and best forests of timber in the northwest, while indications of the existence of great mineral zones have been found. It is all, however, a practical *terra incognita*, and even the number and sources of the principal tributaries are not definitely known. With the opening of the reservation, wagon roads will be built and the gradual development of this new country will reveal sources of wealth undreamed of in these primeval solitudes. It is a vast country. Take Idaho county, in the heart of the territory. It is two hundred miles from north to south, and an equal distance from east to west. The main Clearwater flows along its northern boundary, while the tortuous Salmon river drains through its heart. The waters of Snake river wash its western base, and the tall summits of the Bitter Root divide, rearing their pine and cedar

fringed crests in the sky, form its eastern boundary and divide it from Montana. This vast region is occupied by only four thousand people, and its taxable property is less than \$1,000,000 00. Its principal settlement is the Camas prairie country, my own beautiful home, and Camas prairie is really only a little strip of good land adjoining the Nez Perce reservation, which the Indians somehow overlooked when they selected their reserve. In this little strip twenty-five hundred people have made their homes. It is without doubt the most prosperous agricultural community in the northwest, and it shows evidences of improvement and material progress that are really startling to those who know the circumstances which have attended its settlement and occupation. Every pound of freight has to be hauled over the Craig's mountain from Lewiston, a distance of sixty miles. A bloody Indian war once raged here, and the graves of seventy-five victims are still kept green and their memories cherished by their surviving relatives and friends. Houses and stores were burned, property destroyed and stock driven off; nor has the government ever paid a cent for the damages then incurred. But, in spite of these cruelties and spoliations, the sturdy settlers remained, and in twelve years of industry and deprivation they have covered the scars of war with the fruits of peace, and the landscape to-day presents to the eye as beautiful a pastoral picture as ever was gazed on by the infinite in the loveliest vale of Judea. What has been done on the twelve townships of the Camas prairie will be repeated again, with infinitely less of hardship and toil and far less expenditure of money and muscle, by the newcomers who are fortunate enough to locate a homestead claim on the surplus lands of the reservation soon to be thrown open.

It is a safe estimate to say that fully three-fourths of the reservation are arable land, and that the remaining fourth is valuable for its timber, or for its minerals, or for grazing purposes. It is principally

prairie land, with a gentle slope from the foothills of Craig's mountain to the Clearwater. It is a country as large and as fertile as the great Palouse region, and had the reservation never existed it would now contain a larger population, with more products, enterprise and civilization, than anything the Palouse can boast.

Such is a brief, but imperfect, picture of a region which has hitherto been monopolized, to the detriment of the whole country, by Indians, and now, happily, soon to be brought under the domination of Caucasian energy. There need be no fear that the allotment will not be made, for these Indians well understand the situation, and have long been ready and willing to accept the severalty system. For many years they have abandoned their tribal relations and lived without a chief. Many of them are citizens by naturalization. Others are ordained ministers of the Presbyterian church, and the tribe can show more members who can read and write the English language than any other tribe outside the Indian nation. They are by no means blanket Indians, but honest, reliable, enterprising, industrious and loyal.

Those people who are coming from the eastern states to find homes in the far northwest should not fail to come to Lewiston and Camas prairie, for here they are most likely to be suited. The Nez Perce country is somewhat isolated, it is true, but it is in such localities that the best public lands yet remaining are to be found, and the Lewiston land district offers more of such than many more pretentious offices. Come to Lewiston, come to Camas prairie, oh, ye home seekers, and see for yourselves that we have soil, climate, products and resources as good as the best, while the very newness and extent of our country give you opportunities and advantages for acquiring fortunes that older localities can not offer, and which will be greatly increased by the opening up of the last remaining piece of frontier in the United States.

A. F. PARKER.

"CHUCK OLALLA."

HE was only a shoemaker. He was short and lame, limping painfully when he walked. His face was ugly, red and freckled, and his coarse hair and coarser beard were almost scarlet, while small, light eyes and shaggy, sandy brows added the finishing touches to a face that was positively repulsive until one came to know it well.

His name was Waterbury, and the Indians had bestowed upon him the sobriquet, "Chuck Olalla," "chuck" signifying water, and "olalla," berry. He had been homeless and friendless as long as his memory reached backward. If ever a father's pride or a mother's tenderness had been lavished upon him, they were of the things of which he knew not.

He could neither read nor write, and he cared little for men; but he had his old, brown pipe, and he used to sit out on his back porch, deriving infinite pleasure from the changes in the sky, and fancying that the winds whispered all kinds of fanciful stories as it stole through the yarrow and golden-rod and bore the down of the dandelion away.

It was a lucky day for Jamie Waterbury when he drifted into the little mining town on Cracker creek, in Eastern Oregon. Here he erected his little "double sided" shop, with a "living room" behind, and painted a big, red boot upon a rough board for a sign.

Then he fitted up a hard, uncomfortable bed in the back room, and bought an old stove and some pans and kettles, fastened a gorgeously illustrated newspaper over his small, high window, and laid in a few necessary provisions. Out in the shop he placed his tools neatly on the bench, hung bits of leather here and there upon the rude walls, put his beloved pipe where it would be always handy, and declared himself ready for business.

"Not as it's very comf'terble," he said, looking about him, when his simple arrangements were completed, "nur vury han'some nuther. But still," and Jamie gave a long sigh of content, "it's home, an' thet means a sight to a man what's never hed one. Me an' my pipe oughter be sorter happy here together ef on'y my business 'll be sorter lively. I wisht I'd hev a cust'mer the first day, jest fer luck, like."

And Jamie's wish was unexpectedly fulfilled. Some one did come in the first day his shop was open; came, bending gracefully, with sweet lips and a light step, through his low door; some one who was tall and slim, and who wore a loose white gown, with a wide blue sash tied about her waist, and no covering over her soft, brown curls. But whether her coming was for luck—ah! Jamie, it is best to not make wishes in this uncomfortable world—it would be difficult to discover.

At all events, the young person in the white gown gave a little start of disappointment when she saw him, but immediately recovered her self possession and smiled kindly at Chuck Olalla, who was covered with blushes, the victim of visible dismay at this charming apparition.

"I'm your next door neighbor," she said, pleasantly. "I have the postoffice and confectionery store, and mamma and I have rooms behind—the same as you—so we must be good friends. I've brought in my slipper for you to mend. Can you do it nicely?"

She looked away from him as she spoke, pitying his confusion, not from any innate refinement of feeling, but because she had been taught at boarding school that it was the correct thing to do. And Chuck Olalla had not expected any such visitor as this, and his lips were dumb.

Miss Deane sat down on the rude, three-legged stool, which he awkwardly offered her, and chatted graciously while he stitched away at the slipper. She had lived there six months, she told him proudly, and, besides the postoffice, she had done very well in the candy and cigar line. She was glad he was to live so near, for sometimes she was afraid of tramps. It was very silly of her, of course, but still she thought she would sleep more soundly to know that there was some one near if ever she needed help. Then she paused and bit her pretty lip, for the thought came to her quite suddenly that he, with his stunted body and lame foot, would be but a broken reed to lean upon.

Perhaps the same reflection came to Jamie, for he sighed and looked wistfully away at the mountains a moment, turning the dainty, high-heeled slipper over and over in his hand in an absent-minded way. Finally the work was finished.

"Very nicely done, too," Miss Jennie said, giving him a brief, sweet smile. Then she paid him and went away.

The ugly, but tender-hearted, fellow took up the little silver piece she had given him, pierced it with one of his tools, and, putting a stout leather string through it, hung it about his neck.

"It's my good luck piece," he said to himself with a wonderful lightness of heart—and he wore it there until the day of his death.

That was the one happy summer of Chuck Olalla's life. Miss Jennie was a very commonplace young woman, indeed; but in his eyes she was an angel set upon a high, unapproachable throne. In reality, she was a girl who had been born in the west, and knew no other life. She had lived always in small country towns, but hundreds of cheap novels, returnable at half price, and six months at an equally cheap boarding school, had spoiled her for being an honest, industrious farmer's wife, while it left her unfitted for

any higher station. It seemed to her that to sell cigars over a counter to good looking gentlemen was the highest ambition of life. She gowned herself gaily, and affected pretty, aristocratic airs, speaking often of her grandpappa and grandmamma, as she had heard the girls at school do.

Although not in the least tender hearted, she fancied she felt a vague pity for Jamie, and grew accustomed, after a while, to his ugliness. She found him less repulsive than at first, and extremely useful. Not that there was ever a time, though, that she did not wonder why God should have created any one so disagreeable to the senses.

There came such a happy light to Jamie's eyes that summer, and such odd, joyful songs to his lips, that people used to wonder what that ugly little mortal could have to make him happy. As for him, he never thought about it himself nor realized that anything new and sweet had come into his life. Only sometimes he would say to Miss Jennie—

"I don't think I ever saw sech skies es we hev here, nur sech sunsets, nur sech mountains; an' the wind, somehow, of evenin's, jest seems to say the softest, sweetest things es ever I hear. W'y, jest to hear it come sighin' roun' the garden, a-takin' up all the dandy lines' down an' carryin' it away—w'y, it jest makes me wisht that I could write, an' tell the world how beautiful it is."

"Much the world would care, poor, daft fellow," the girl thought, her mind bent upon dollars and cents. She had no understanding nor comprehension of the wonderful things Chuck Olalla saw on every hand, that nature spread out. The down of the dandelion, indeed! What was it? A bunch of nothing that the winds carried away and scattered broadcast over the land.

When she saw him standing at his back door, gazing, entranced, at a moon of cold silver rising out of a bank of orange clouds, she would steal softly into the house, not to disturb him, and whisper to her mother that "Poor Jamie was surely daft."

Summer passed. Autumn, too, came and went, and white winter dwelt in the Cracker creek mining camp. Had he been less simple-minded and less noble-hearted, he would have known that no mortal can be perfectly happy for many months; but he gave no thought to the morrow. One cold day, when the snow was piled high about their doors and almost to the roofs, he thought perhaps Miss Jennie might be out of wood, and he went in to ask if he should get some for her. She was not in the shop, and he passed through to her cozy sitting room, where she always sat, sewing or reading a novel, on cold days.

Jennie came to meet him with glowing color and shy happiness in her eyes, and for one blessed second

the poor fellow's heart almost ceased to beat, in the intoxicating belief that this sweet confusion was all for him. Then, with a sudden revulsion of feeling that made everything hazy to his eyes, he saw some one else—a tall, finely made man, sitting very near the chair which had been occupied by Miss Jennie; and, somehow, all in a moment, the whole miserable truth rushed upon him and crushed him with its dead weight. As in a looking-glass, he saw the days and months which had passed since she first came, sweet and cool and dainty as a mountain flower, into his dingy little shop. And in those days he saw now only one thought, one aim, one feeling—love of her.

What was he that he had dared to so love her, who was as far above him as the snow flower that grew at the top of the mountain was above the blue violet that grew at the base and turned its lowly head upward.

She had been kind to him—O, alway! He could not remember a time when she had not greeted him with a smile and a kindly word—but now he saw the difference. The soft flush, the radiant eye, the tender shyness were all for this strong, young giant, who could almost have crushed her in one powerful hand. And he—weak, stunted, as seldom was man created by God—O, kind heaven, he had dared to love her.

"It was th—th—the wood," he faltered, in a broken way. Then, unable to say more, he turned blindly about and shambled, as fast as his uneven limbs could carry him, out of her presence.

"It's only Chuck Olalla, the lame shoemaker, dear," the girl said to her lover, apologetically. "He lives next door, and he is not quite right in his mind—sees things in the skies and hears voices in the winds, and all that sort of things."

Then they forgot him and talked of pleasanter things. And Jamie! Through his dingy shop he went, haltingly, thence into the back room, locking the door behind him. In his eyes was the look that comes into the eyes of a faithful dog that has been struck a cruel and unexpected blow by a beloved hand, and in his soul the deepest suffering that can be borne by man. He stretched himself, face downward, on his hard, unkept bed, and once in awhile an awful sob shook his whole weak frame.

"O, God!" he cried, at last, in the voice of one who writhes beneath some fearful torture, "To think that a man shud be 's I be—ugly an' haltin' an' hidjus, so's no woman 'd keer to look at a secon' time, an'—an'—then to think that I shud be able to keer fer her, jest the same 's other men! Seems 's if I can't bear it, nohow."

After a long, long time he heard her step outside, and her sharp, imperative rap on the door.

"Open the door, Jamie," she said, imperiously, "I want you."

Force of habit caused him to obey the command, and in a moment he stood in her presence, with haggard, drawn features and bloodshot eyes.

"What is it, Jamie?" asked the girl, kindly, putting out her hand. "Are you ill?"

All the strong feeling that he had been trying to suppress shook him to the soul, at her kind tone and touch. He cast himself prone at her feet, kissing the hem of her gown. Convulsive sobs burst from him. In another man it would have been absurd, but in this poor, broken reed of humanity it was pathetic. The girl, cold and coquettish as was her nature, felt vaguely moved, and bending toward him, laid her soft hand upon his coarse hair, which no woman had ever caressed before.

"Jamie," she said, gently.

He heard her low whisper and he felt her cool hand, and a passion akin to madness rushed through him. With sudden strength he leaped to his feet and made a movement as if to clasp her. Then all the repugnance she had ever felt for him, but which she had successfully concealed because of his usefulness to her, and because, also, of her careless pity for his infirmity, burst into expression on her face. She shrank violently from him.

"How dare you!" she exclaimed, in a low, terrible voice, her face white with anger and fear. "What would *he* say if he knew what one like you had—had even dared—"

She stopped, struck dumb by the look in his eyes. Like an animal wounded unto death, he staggered backward to his room.

"O, God!" she heard him moan, as she closed the door between them.

Late that night there came a violent rapping at Jamie's door. He dressed hurriedly and opened it. There stood Jennie. She wore a loose flannel wrapper, and her lovely hair fell to her waist. Her feet, thrust into warm slippers, were bare and white. She threw herself at his feet, upon the rough, unclean floor; her bosom swelled so she could scarcely speak.

"Save—him!" she whispered, at last, almost inaudibly. Tremblingly Jamie lifted her to her feet.

"What d' ye mean?" he asked, in an agitated tone. Something told him whom she meant.

"He went up—to the mine—on horseback," she said, pressing her hands to her throat, and speaking slowly and with difficulty, "and his horse—came back, just now—alone. I can not get through the snow, myself—O, Jamie, take his horse and go for me. I can not live through the night without knowing what has happened!"

"Ye want me to save *him!*" said Jamie, drawing in his breath silently.

The girl bowed her head, sobbing.

"I cudn't do 't," said he, shuddering, and turning his eyes away from her. "Anything else—but thet. Save him! Good Lord! I cud kill 'im an' never feel sorry fer it."

The girl came close to him and put both shaking hands on his arm. He trembled violently beneath her touch.

"Jamie," she said, earnestly, "for the love of heaven—"

"I won't!" he interrupted, hoarsely.

"For the love of God—"

"It's no use—I won't."

She leaned nearer; she slipped her bare, soft arms up to his shoulders, almost to his throat; her breath came to him, warm and hurried.

"For the love of—me!" she whispered, her pale lips close to his.

A mighty struggle passed over him; his white face worked convulsively; his hands clenched.

"I can't," he groaned, at last, dropping his arms to his sides, "not even—"

She fell away from him and covered his face with her hands. She sobbed chokingly; her chest heaved with the force of her emotion. Jamie watched her in silence for a moment, then the struggle ended. He fell down clumsily at her feet, and once more kissed the hem of her gown.

"Fergive me!" he cried, brokenly, "ye can do anything with me ye want to. I can't bear it t' see ye suffer; but, O, it tears my very heart t' do anything fer him. I hate 'im—hate 'im! I cud kill 'im an' never feel sorry fer it. But I'll do it—fer you."

"O, Jamie," said the girl, fervently, "I almost love you for that."

Three hours later, half way up the mountain the cayuse Jamie was riding paused suddenly and gave a low neigh. It was moonlight, but bitterly cold, and Jamie was blinded by the glitter of the snow, but he presently discerned a tall figure partly covered by the snow, lying in the middle of the road where he had fallen, exhausted, from his horse.

Jamie, weak and faint from cold, dismounted, and poured a quantity of brandy between the locked teeth, and chafed the stiffening limbs. After a long time the man aroused sufficiently to mount the horse again with assistance.

"I'll lay down here in the snow," said Jamie, in a wistful tone. "Fer God's sake, send somebody back as soon as ye can. I can't stan' it very long, fer I'm mos' froze now."

"I will," said his rival, heartily. "I can never repay you, as it is, my good fellow."

Jamie came quite close to the horse. "If—if anything shud happen t' me b'fore help comes," he said, falteringly, "jes' remember I didn't do 't fer your sake, but fer her'n."

Then the horse went crashing through the frozen snow, half turning once or twice to give a wondering look and a regretful neigh to Chuck Olalla.

"My good fella!" muttered the little shoemaker, sinking down wearily into the snow that seemed warm to him. "Thet's all th' thanks I git fer it. After all thet long, lonely ride, after freezin' mos' to death, an' now, hevin to lay here while he goes home t'—t'—her, an' all th' thanks I git 's t' be called his good fella—'s if I was a dog!"

A coyote howled from his mountain home and Jamie shuddered.

"Th' only thing thet keeps me up," he whispered, "is thinkin' 'bout how she'll look when I git home—how she'll come t' meet me, weth sech a light in her eyes an' sech a color in her face! An' she'll say, kinder sof' an' low, 'Jamie, I do love ye fer all ye've done fer me,' an' then I'll know she's fergive me fer even darin' to—love—her. Yes, I'll know then—"

After awhile a coyote howled again, but Chuck Olalla did not hear.

"Poor Chuck Olalla," Miss Jennie said, with a sigh, next day, when they brought him home, dead. "He was really created for a purpose, after all. I always wondered what it could be, but now I know," and she slipped into her lover's arms, "that it was to save you for me."

ELLA HIGGINSON.



THE GRANDE RONDE VALLEY.

TRAVELERS from the east over the Oregon Short Line are much surprised to find in Eastern Oregon, which most of them have been educated to believe to be a desert waste, a valley of greater beauty and richness than they had hoped to find in the most favored portions of the Pacific slope. Because a portion of the route after passing the Rockies is through a sage brush country in which more or less sand appears, the eastern immigrant becomes convinced of the general sterility of the region, and as he does not pass through any section sufficiently different in character to awaken him to a realization of his error before arriving in the Grande Ronde valley, a genuine surprise greets him there. Of course, a great deal of fertile land is traversed before reaching this favored spot, but the traveler, unused to many of the characteristics of cis-Rocky soils, is scarcely qualified to judge of their relative merits, and if he were qualified the window of an express car is hardly a suitable point of observation from which to make a close analysis. Coming up from the Powder river country, the railroad threads its way through the spur of the Blue mountains that bounds the Grande Ronde valley on the south, entering the valley at its southern extremity and extending across its southwestern edge a distance of about twenty miles. Leaving this valley the railway crosses another spur of the mountains and then passes through the Umatilla country and on down the Columbia river to Portland. It has been but about four years since railroad communication was established with the Grande Ronde country, and those years have been fraught with many important changes for this particular gem of the mountains.

The Grande Ronde valley comprises the greater part of Union county, Oregon. It is eighteen to twenty miles wide and about forty miles long and has an area of over five hundred thousand acres, fully four-fifths of which are excellent agricultural land, immediately available for cultivation, though only two hundred thousand acres are now tilled. A feature of special importance is the large area of grass land. Thousands of acres of land growing a heavy crop of grass can be seen from the railroad, and cattle revel in the choicest feed during the entire season. Good grass land is necessarily moist and there is no spot in Eastern Oregon that will compare with the Grande Ronde valley and the adjoining country down the Grande Ronde river in the production of nutritious grasses. Some of the bunch grass hills make fine stock ranges, but the long distance to water in many instances impairs their value for grazing purposes; but the natural, moist grass lands of the Grande Ronde valley may always be depended upon, and

they grow the most succulent wild and tame grasses. From these the finest hay is harvested for feed in the short winter season. The area of grain land in the valley, however, greatly exceeds any other, though, of course, these grain lands will grow a great diversity of products. The valley is well watered at every season of the year. The sloping hills on its border can be utilized to any altitude desired, for the mountains enclosing the valley rise to a height of from two to four thousand feet, and the husbandman can go as far into the rough lands as he chooses, to suit whatever branch of agriculture may be his specialty. The valley proper has no timber to speak of, but all around it the hills and mountains are covered with a heavy growth of fir, pine, tamarack and spruce. The tamarack is a fine timber for finishing purposes, as it takes a good polish. All this timber is suitable for manufacturing, and a number of saw mills are now working it into lumber, which finds a ready market. There are also minerals in that country that will pay well for the working.

The chief city and commercial metropolis of the Grande Ronde valley is LaGrande, a city exceeding two thousand inhabitants, in the western part of the valley. Four years ago there were less than a thousand people in the city. When the railroad was built through that country it did not touch LaGrande. The city as it then existed was fully a mile from the railway. At once it was resolved to remove the city to the railroad, and almost the entire business portion of the town is now situated convenient to the railway station. What is known as the old town is by no means divorced from the city of more recent growth, however. The two are in one corporation, but the original townsite is now occupied chiefly by residences, their relative positions being well shown in the engraving. With the growth of the city building is being resumed in the old town, and the whole is experiencing the same improvement in every direction. It will not be long before there will be no distinguishing line between the two portions of the city, so rapidly is the building area increasing.

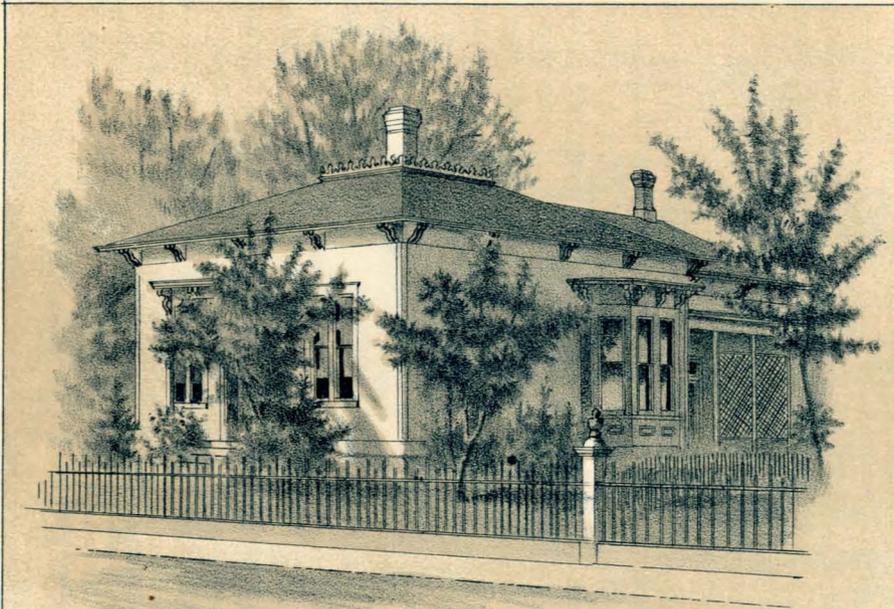
LaGrande has very large business interests. The tributary country is rich and constantly improving, and of course the city reaps an advantage from the development of the territory upon which it relies for support. In municipal affairs LaGrande is progressive. The city is not waiting to be pushed into prominence merely by the merits of the surrounding country but it is leading in improvements and is an active agent in promoting development in the country about it. The city's capital is in the farms and stock and minerals of the valley and mountains as well as in the situation which it occupies and the vigor and enterprise of its citizens. It is situated on the Grande

Ronde river near where the stream enters the valley. The river has a considerable volume and fall enough to admit of water being used three or four times within a mile of its course. At Oro Dell, about a mile from the city, there is an excellent water power, but a mere fraction of which is utilized. It is a valuable site for factories. There are now twelve saw mills within a few miles of LaGrande, all in the country legitimately tributary to the city, which is the base of supply and the point from which the business is conducted. These mills are all in the hills to the westward of the city. A lumber syndicate from Wisconsin is constructing a large saw mill within three miles of LaGrande, where preparations are being made for an extensive manufacturing plant, including saw mill, shingle and lath mill, planing mill and sash, door and blind factory. This plant will be ready for work the coming fall and have a capacity for manufacturing one hundred thousand feet of lumber a day. It will employ two hundred and fifty men. This will raise the daily manufacturing capacity of the saw mills in the LaGrande district to two hundred and fifty thousand feet. The timber belt tributary to this city extends back in the mountains a distance of about a hundred miles and most of it is accessible immediately. Instead of attempting the somewhat difficult task of getting the timber from the forests to the city before it is manufactured, it is found more economical to erect the mills near the timber and float the lumber out by means of flumes or draw it with teams to suitable points for shipment. The mountain streams generally have a too rapid descent to make them satisfactory for driving logs. In some cases it is found advisable to bring the logs from the mountains before they are sawed, a great deal depending on the character of the land from which the timber is cut and the location of the manufacturing plant. The vast timber supply lying immediately to the west of the Grande Ronde valley affords a broad field for the operation of saw mills and all manufactories of wood. There is an abundance of wood of the best quality, never failing and easily developed water power and shipping facilities to a greedy market are good.

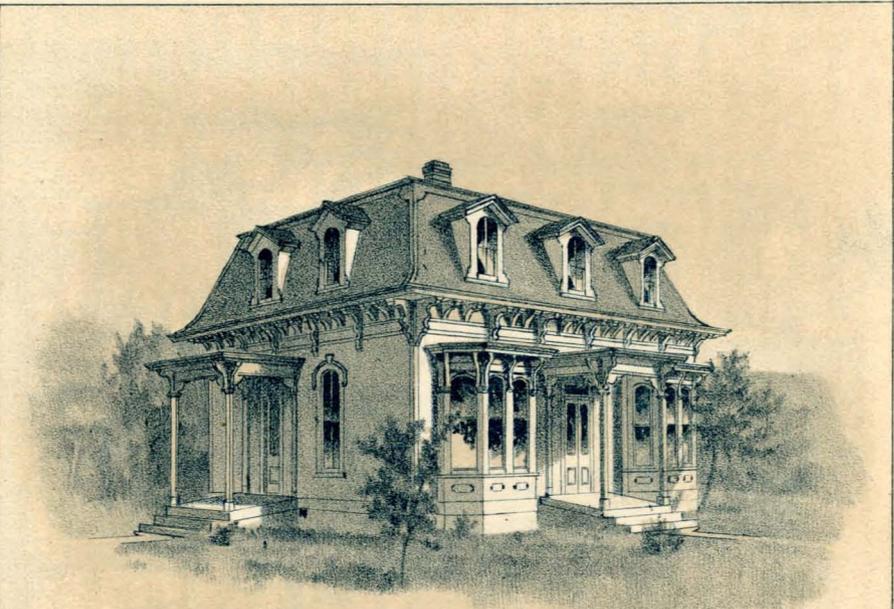
Besides the twelve saw mills mentioned above, La Grande has car shops of the Oregon Railway & Navigation Company, two brick kilns, a sash and door factory, a creamery recently constructed, a brewery, and a grain elevator just being completed having a capacity of one hundred thousand bushels. It is a divisional point on the railroad, and one of the largest shipping stations on the line. Besides the larger portion of the Grande Ronde valley, which pours its products into La Grande for transportation, the Indian valley and Elk flat country below, as well as a

considerable part of the Wallowa valley, are also drained in the same direction. The chief shipments are grain, live stock, wool and lumber, and the gross amount is prodigious. The actual bulk shipments of produce from La Grande last year aggregated twenty-six hundred car loads, of which one thousand cars were grain, six hundred cars railroad ties, four hundred cars live stock, two hundred and fifty cars lumber, one hundred cars each of hay and flour, fifty cars wool. The grain, live stock and wool are raw products of the country that might be utilized to much better advantage by the building up of manufactories. Flouring mills, creameries, cheese factories, meat packing houses, tanneries and woolen mills may be mentioned as among those manufacturing institutions for which the valley is best suited by reason of having abundant supplies of raw materials and favorable conditions in which to operate. At the present time LaGrande offers special inducements to secure the location of a good flouring mill or woolen mill in or near the city. Parties giving proper assurance of building and operating enterprises of this kind will have no trouble in getting bonuses from the business men that will make it an object to invest there. There is no doubt that the business would, in itself, prove profitable.

LaGrande is an unusually attractive place for people from the east. Those accustomed to the Mississippi valley, or even the rocky hills of New England, do not often fancy locating in a country where they can not see green grass throughout the summer season. One of the things they are seeking to escape is the drouth that so frequently carries devastation to the erstwhile promising fields of the region from which they have fled. It is difficult to convince those people that there is much merit in sage brush or bunch grass land, even if irrigation is easily obtained. They want a country that has moisture of its own—where some of the same grasses and flowers they have seen wither in the scorching sun of their eastern homes flourish through the entire season, and where the same crops they have fruitlessly toiled over never fail but ordinarily yield results hardly dreamed of before. The very objections the eastern farmer is fleeing from he finds to be absent from the Grande Ronde valley, and, naturally enough, that seems to be the place he is looking for. But not everyone is informed of the merits of that section. Too many easterners have but a very vague idea of the Pacific slope. Comparatively few of those who pass through the Grande Ronde valley are induced to make a close examination of the country; but those who do stop are not in a hurry to leave. As a location for farming, stock raising or manufacturing it is equaled in but few places in the world.



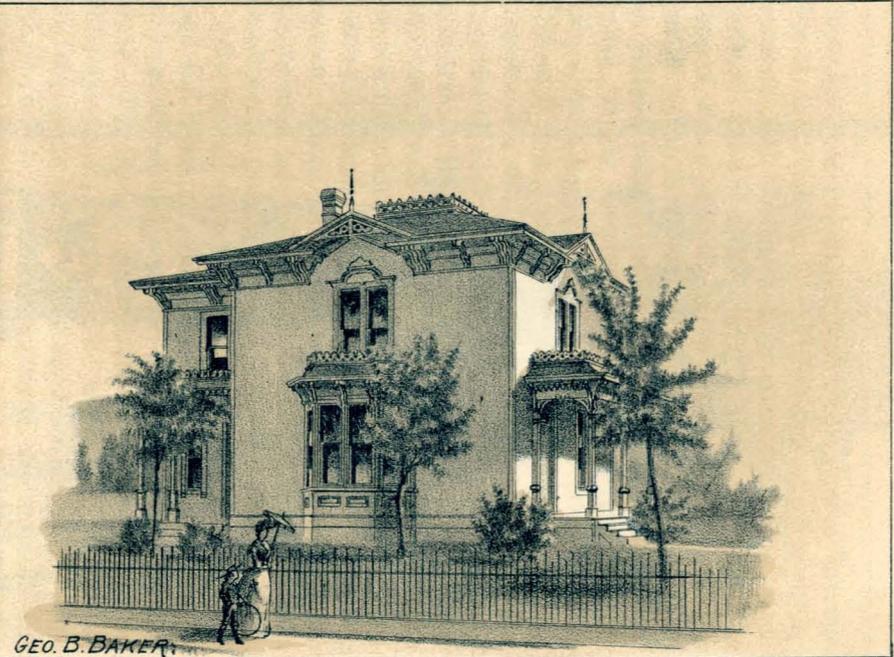
J. A. KELLOGG.



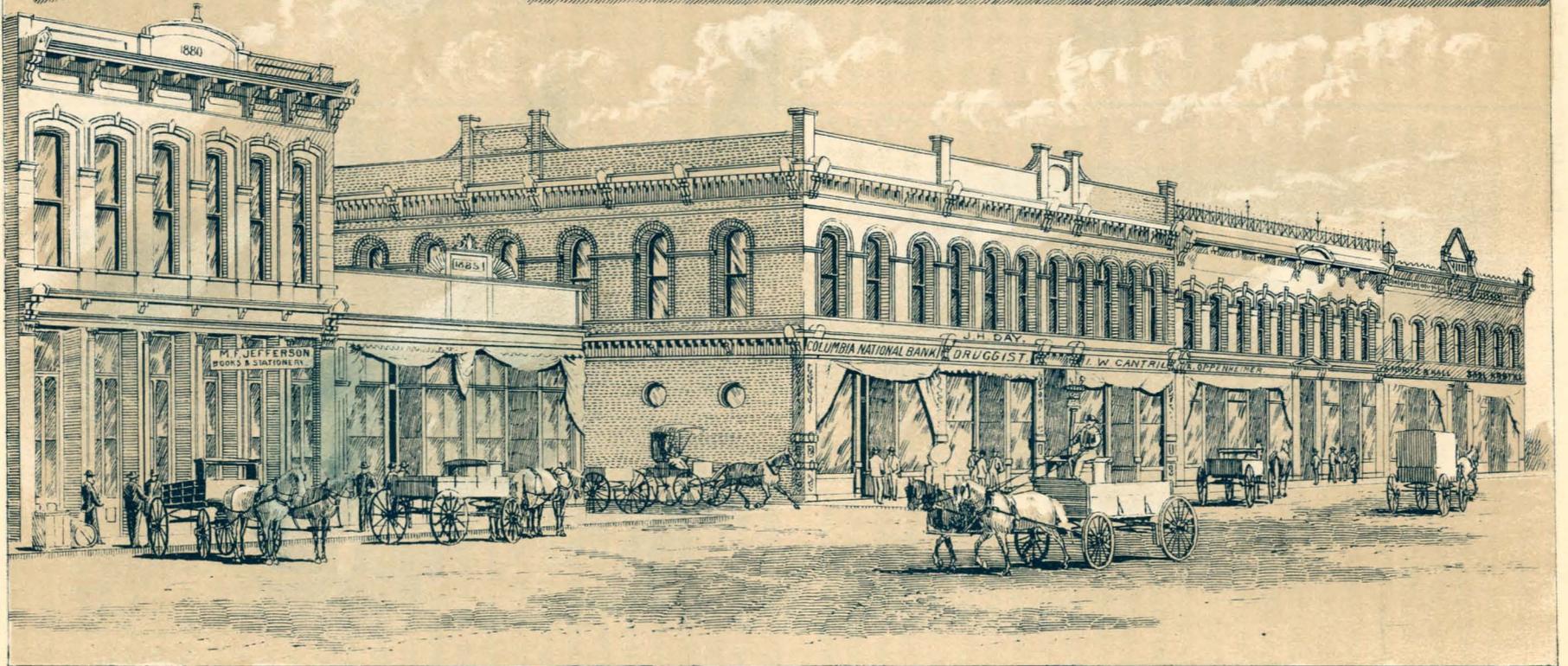
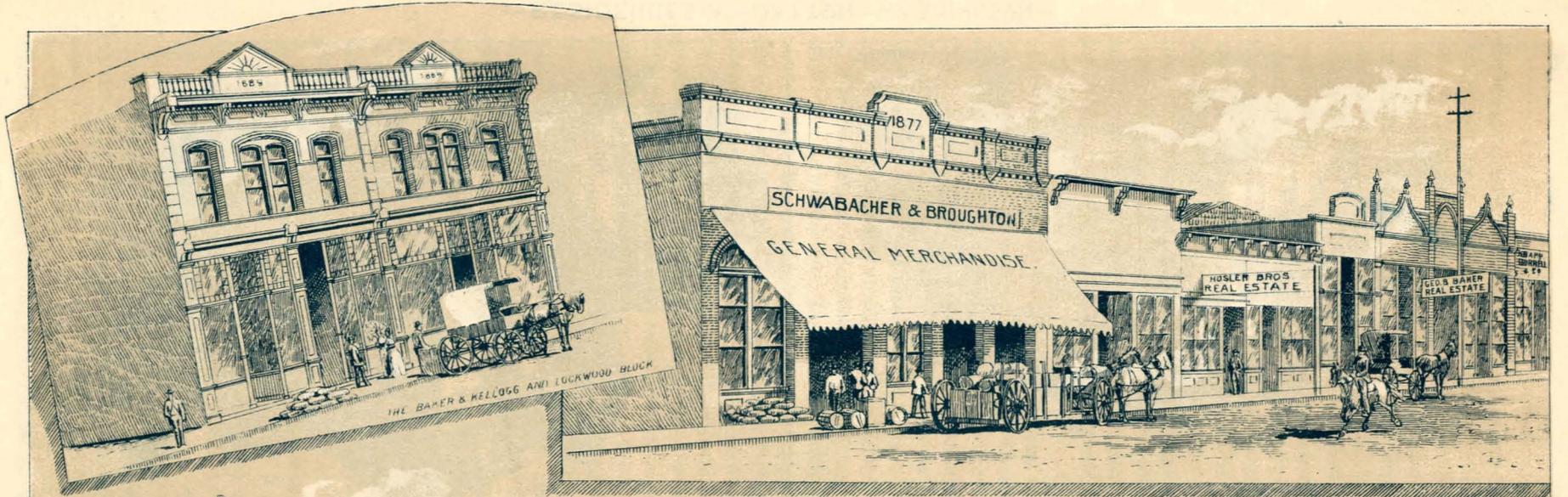
J. H. DAY.



R. H. WILKINSON.



GEO. B. BAKER.



DAYTON WASHINGTON

The merely negative virtues of the Grande Ronde are not its only recommendations. It is not subject to drouths nor insect pests nor great extremes of climate. It does produce forty or fifty bushels of wheat to the acre, and as high as sixty in some instances, and oats, rye and barley in the same proportion. Forty or fifty bushels are more than the average yield but the farmer who does not get thirty bushels or more from an acre of ground on which ordinary cultivation has been bestowed is very much disappointed. Corn is a successful crop in the valley. Root crops and vegetables of all kinds yield well and of excellent quality. The fruit lands of the valley are suitable for the production of apples, pears, plums, prunes, peaches, cherries and berries, but the fruit industry has not been developed sufficiently to show any great results. All the more common varieties of fruit are grown and it is clearly demonstrated that orcharding can be made a profitable business with a reasonable amount of attention. The Wallowa country, just below the Grande Ronde valley, is a great peach growing section, and there appears to be no reason why the Grande Ronde can not also be made an important fruit country. Perhaps more than any other crop fruit is sensitive to the influence of altitude, and by choosing locations about the edges of the valley any of the fruits mentioned above, and a great many others, would flourish. The surrounding mountains serve as a protection from harmful winds and the temperature is sufficiently equable to render orcharding reasonably certain. Hops are being grown to quite a considerable extent and are found to be so successful a crop that many are going into the business quite extensively. The soil and climate seem favorable and an excellent quality of hops is produced. Some of the wet lands could be easily drained and rendered cultivable, but the hay crop is so important that they are left in their natural state and three or four tons of hay are harvested from an acre.

The topography of the Grande Ronde valley does not present a very great variety of features. The spurs of the Blue mountains bound the valley on every side except the northeast where it merges with the Indian valley, which, in turn, joins the Wallowa. The Grande Ronde river takes its rise in the Blue mountains more than fifty miles to the westward of LaGrande and pursues a devious course through canyons until it reaches the Grande Ronde valley. Throughout its entire length it is a rapid stream but the best water power privileges are near where it emerges from the mountains, for there it can be utilized and below the power is less. The Grande Ronde is the largest stream in Northeastern Oregon flowing into the Snake river. It is about one hundred miles

from LaGrande to the mouth of the river. The valley of the Grande Ronde is somewhat elliptical in contour with the northeast end open. The lowest portion of the surface is along the river. From the base of the mountains to the stream the descent is gentle. The land has good drainage. The soil is of an alluvial nature and has great strength and durability. There is not a foot of arid land in the valley. It is a most beautiful tract from any point of view. Before it was invaded by civilization, three or four decades ago, the Indians of Eastern Oregon, Washington and Idaho used to congregate there in great numbers in the summer time to enjoy the hunting and fishing and racing while their animals grew fat on the succulent pasturage. It is no wonder they made a desperate struggle to retain so fair a country as that. Since civilization spread over the valley its appearance has changed considerably, but it is still an attractive place for sportsmen.

Nearly all the Grande Ronde valley was state land and it has all been taken up, but in large tracts of from three hundred and twenty to one thousand acres. The present population, however, is unable to cultivate much more than half the farming area, and eligible farms can be purchased for from \$8.00 to \$15.00 an acre for the unimproved and from \$15.00 up for the improved. Those who are engaged in farming do not want to sell unless they have more than they can cultivate, which is frequently the case. The prices mentioned are for good land in the valley. If one chooses to go a little distance into the foothills, land, quite a large per cent. of which is cultivable, may be obtained as low as \$3.00 an acre. The Grande Ronde wants a few thousand people to improve its natural advantages. The facts of the country need no gilding to attract the intelligent husbandman. It is as much of a paradise as is often found.

LaGrande is the chief city of that region, but there are several towns down the valley and in Indian valley and the Wallowa country that are centers of a flourishing trade, though they must all go to LaGrande to reach the railroad. The patronage of the interior makes LaGrande a very important trade center, and the volume of business is steadily and rapidly increasing. The efforts now being directed to securing manufacturing enterprises will still further intrench the city in its prosperity. The city has a bank with a capital of \$60,000.00, carrying deposits averaging \$75,000.00. Its business houses are all of stable character. It is with pardonable pride that the people of LaGrande state there has never been a business failure in their community. The city supports two good local newspapers. The receipts of the post office are increasing at the rate of about ten per cent. a quarter. One of the five government land

offices in the state is located there. Three hotels do a thriving business and there is need for another. The public schools are well equipped and efficiently managed. There is a large brick college building which was erected by the Methodists for a denominational institution of higher education but it was never opened because of a lack of funds. A movement is on foot, however, to put this institution in condition for service, and it will be an important addition to the city's attractions. Preparations are now being made for the construction of a new water works plant having a great deal larger capacity than the present water service, the pressure to be supplied from a reservoir three hundred feet above the city. An electric light and power plant is now being erected. The city at present covers an area of nearly two

square miles. It is in a thriving condition and is experiencing faster growth than ever before. LaGrande certainly has a rosy future.

There is a hot lake a few miles southeast of LaGrande that is coming to attract a good deal of attention for its curative properties. The water as it boils from the earth has a temperature of one hundred and ninety-two degrees and will cook an egg in eleven minutes. An analysis of the water shows it to be unusually rich in minerals. A syndicate has been formed to improve the lake and erect a hotel for the accommodation of invalids. There is no similar natural cure in the country that exceeds this in merit and it is sure to attract wide attention. The benefit of this lake, if the proper attention is given it, can hardly be overestimated.

THE DAY IS HUSHED.

The heated, clamorous day is hushed
 At last, in moonlit eve,
 It joy imparts to happy hearts,
 And peace to those who grieve.
 Of all the days by poets sung,
 Can one with eve compare?
 How still and white the moon's soft light!
 How steeped in calm the air!
 Oh, tell us not of any clime
 Where day doth ever shine;
 Give us the bliss of eves like this,
 The full-orbed moon divine.

ELLA C. DRABBLE.

A CITY OF THE INLAND EMPIRE.

THE city of Dayton, Washington, is a leading town in that famous agricultural region known as the Inland Empire. It is the seat of justice of Columbia county, which was carved from Walla Walla county in 1875. Previous to that date Walla Walla county comprised all that part of Washington lying south of the Snake and east of the Columbia rivers, and a portion of the fame that old Walla Walla justly attained belongs to the divisions that have severed connections with it. In general terms, the Walla Walla country includes all that area that formerly belonged to Walla Walla county. It is not restricted to the present limits of the county wearing the old name, but takes in also Columbia, Garfield and Asotin counties, which were carved from it as the country became settled. They are of similar characteristics throughout.

Dayton is situated on the Touchet river, at the junction of the Patit, the former flowing from the east and the latter from the southeast to that point. The valley is about a mile wide there. From the banks on either side the country stretches back for many miles, having a cultivable area of great fertility. The Blue mountains interrupt the rolling plain some ten or twelve miles to the southeast, rendering that portion of the county valuable for grazing purposes chiefly. The altitude of the city above the sea is sixteen hundred and sixty feet. It is two hundred and eighty-three miles from Portland and three hundred and thirty miles from Puget sound by rail. The town was laid out in 1871, the first plat being recorded in November of that year, and several additions have since been recorded, so that the plat now extends along the river a distance of about three miles. It is an incorporated town and has a population of about two thousand five hundred souls. The city is divided into two wards and it has a full municipal government. It has a national bank with a capital of \$60,000 and \$50,000 surplus, which was established in 1882, two weekly papers, four public school buildings, in which seven teachers are employed, the court house erected two years ago at a cost of \$40,000.00, a good sewerage system, a water works plant deriving its supply from springs about two miles up the Touchet, and an electric light and power plant just completed. The streets are broad and well kept. Everything is in a prosperous condition and numerous improvements are projected that will vastly increase the commercial interests of the city. The most important of these is the building of the Hunt road to the city, which is now in progress and will be completed in time to transport the grain crop of the present season.

Dayton has a fine water power and it is utilized

to a considerable extent. There are two large flouring mills, having a capacity for manufacturing four hundred and twenty-five barrels a day, and two chop mills which do miscellaneous grinding for farmers. These are run by water power. Two planing mills, three shingle mills, two furniture factories, a foundry and machine shop and a brewery constitute the more important other manufacturing institutions of the city. There are five saw mills, with a capacity for sawing a hundred thousand feet of lumber a day, within twelve or fifteen miles of Dayton, it being easier to saw the timber in the woods where the ground is rough, and run the lumber out in flumes or by means of freight teams, than to get the logs out to saw in the city. The mountains bear a heavy growth of tamarack, spruce, fir, two or three kinds of pine, and some smaller timber. All of this is valuable for various sorts of manufacturing. Within Columbia county there are a dozen saw mills in constant operation, and there is room for others. Besides these, there are a number of shingle mills doing a lucrative business. There is a good field for enterprising manufacturers of common furniture, wooden ware, etc. Water power can be employed to advantage in the city, though many of the mills outside are run by steam power.

As the terminus of the Dayton branch of the Oregon Railway & Navigation Company's lines, this city has a large shipping patronage, and the completion of the Hunt road to that point will greatly increase the available shipping facilities and afford competitive transportation lines to the seaboard by two different routes—to Portland, which has been the market for that country ever since it had railroad communication, and to Tacoma and Seattle on Puget sound. The people look forward to having the new railway communication, confident that it will infuse new life into all kinds of business and give a greater incentive to the improvement of the entire area tributary to the city. It must result in greatly benefiting that region. The shipments of freight from Dayton last year give an idea of the importance of the traffic of the city. Following are some of the figures: Grain, fourteen hundred carloads, or twenty-one thousand tons; flour, three hundred and fifty car loads, or five thousand two hundred and fifty tons; horses, cattle, hogs and sheep, seventy cars; lumber, about seventy-five cars; and miscellaneous, three hundred and sixty-five tons. The imports by rail aggregated about three thousand six hundred and fifty tons. This gross amount will be more than doubled the present year, a single firm having guaranteed the shipment of two hundred car loads of lumber, which is more than double last year's shipments of that commodity. Increased grain yield and flour output and

live stock sales will add much to the volume of exports from Dayton. Its central situation makes it convenient for the farmers to take their grain there for shipment, as well as for the stock men and manufacturers of the county who make the city their trading point and general headquarters.

Dayton has suffered severely from fire during its short career. Three times it has had large tracts devastated by conflagrations that merely expired for lack of materials to feed upon. Last year the loss by the greatest fire in the history of the town was about \$250,000.00. But each time the people have taken fresh courage and bravely set to work to rebuild the city much better than before the fire. Like all towns, Dayton was first built of wood, and in the dry season when a fire got started it was impossible, with the somewhat limited equipment which small cities have for fire service, to stop it before it had spent its force. So the several sections of wooden buildings were largely wiped out of existence and were replaced by brick and stone structures vastly superior to the ones destroyed. Precautions against the recurrence of such catastrophes have also been taken. The city now has a most efficient fire department, and though it has had a water works system some years, great improvements are being made in the plant so as to increase the force and quantity of water available in case of need. The class of buildings now in the city and the unusually good facilities for extinguishing fire make the town almost fire proof. This is something of importance for the consideration of manufacturers and other business men who need large buildings in connection with their business.

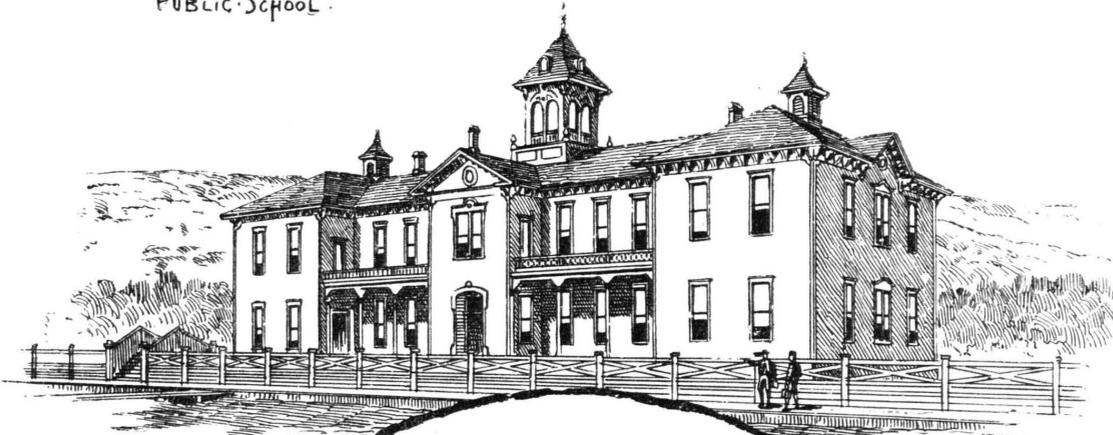
The fuel supply is often a matter of solicitude to people locating on a treeless plain, where agriculture can best be prosecuted, and those unacquainted with Columbia county, Washington, are inclined to wonder where the fuel for the homes comes from. All such may rest assured that there is plenty of wood that may be obtained for even less money, in many instances, than is paid in the very heart of the old time forests of the east. The usual price in Dayton is \$3.00 or \$3.50 a cord, though it has been known to reach as high as \$5.00 in the winter time when there was an unusually heavy snowfall. A good quality of coal may also always be obtained at reasonable price. There are extensive coal mines in Washington less than three hundred miles from Dayton, and, as the number of outward grain-laden cars have to be brought in empty if not loaded with some such rough commodity, the transportation rates from the collieries are low. The new railroad will give Dayton access to coal which it has never before enjoyed. The supply of wood in the mountains twelve or fifteen miles away is so large that it is practically exhaust-

less. About the headwaters of the Tukannon and Touchet rivers and their tributaries and everywhere in the mountains there is heavy timber. Common lumber sells for about \$8.00 per thousand feet, and clear lumber twice as much.

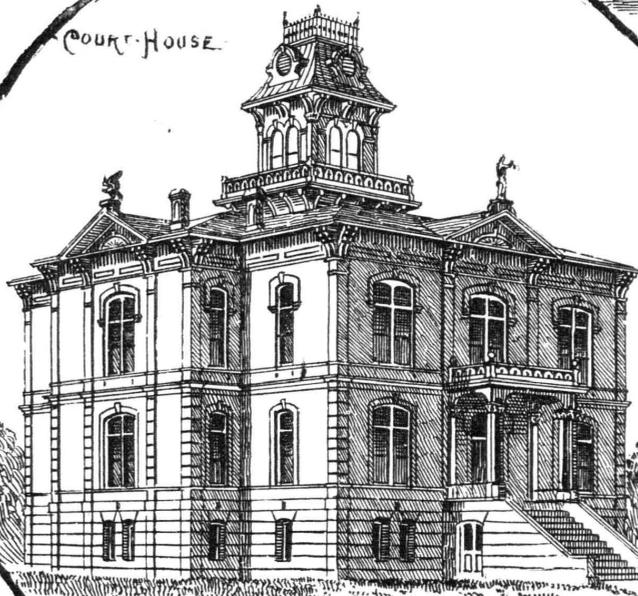
It is estimated that the water power capable of easy development at Dayton is one thousand horse power. The stream has a fall of about seventy-five feet to the mile, so the water can be used several times as it passes through the city. The volume is sufficient for a good water power during the dry season. The company that has just put in the electric light and power plant is also improving the water power so that privileges will be ready for any factories it may be desired to erect. In one of the disastrous fires which the town has suffered a woolen mill was destroyed. The proprietors have a liberal offer standing for any capitalist who will take hold of the matter and rebuild and operate the factory. The business men will encourage in all possible ways every legitimate business institution that may choose to locate in the city.

It is a very rich agricultural country surrounding the city of Dayton. The rolling plain has a deep, rich soil, derived from the disintegration of volcanic rocks. Its peculiarities are its inexhaustibility and its retention of moisture during the dry season. From the latter part of June to the fore part of September is the usual rainless season in that country, and any time during that period moisture may be found near the surface of the ground. Crops that have secured a reasonable growth before the dry season experience no blighting influence from the dry weather, for their roots are fed by the moisture and the strength of the soil, which push the plant on to maturity. It is a fine grain country. Wheat yields thirty to fifty bushels per acre, and oats frequently more than a hundred bushels. Crop after crop of grain is taken from the land without perceptibly diminishing its productive power. Some of the land has been cropped continuously since the first settlement was made in that country, and its strength seems still unimpaired. It is one of the best regions known for the production of wheat. Of late years the farmers are engaging more in the fruit business, which is found to be profitable there. Of course, there is no question about being able to grow all the fruits ordinarily produced in this latitude, such as apples, plums, cherries and berries; but peaches, pears, prunes, grapes, etc, require more care and will not stand the rigorous climate in which the hardier varieties of fruit flourish, so when the experiments in this line proved successful it was almost more than had been expected. The more tender fruits do not grow well on the tops of the hills, but in the numerous small valleys they flourish and prove a

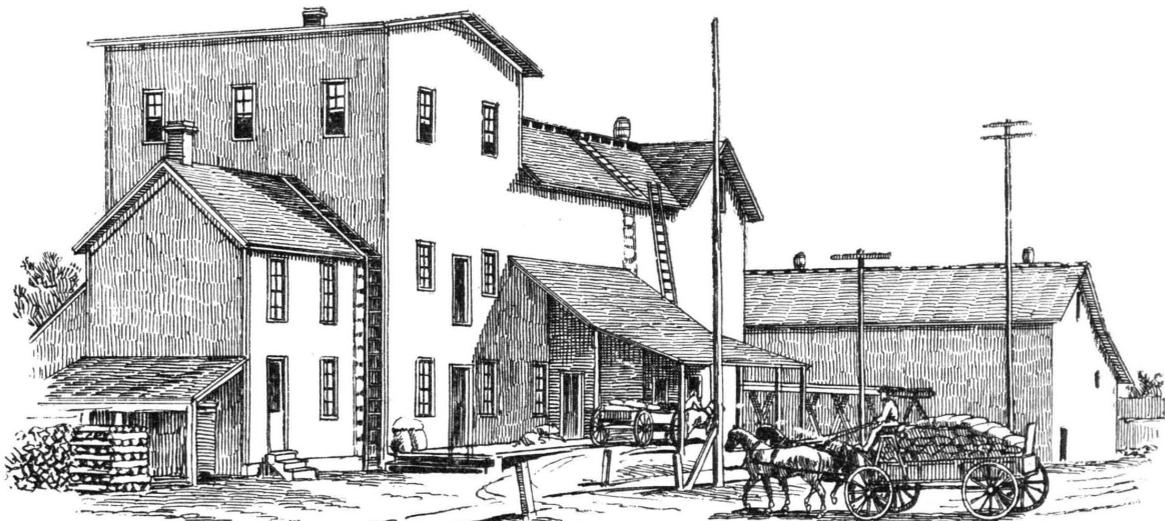
PUBLIC SCHOOL



COURT HOUSE



PORTLAND FLOURING MILLS



DAYTON, WASHINGTON.

source of considerable profit. Most of the orchards are young. The peaches of that section are well known for their excellent quality in all the markets of the northwest. The fruit industry of Columbia county is constantly growing in importance, and there is now a good field open for the operation of curing establishments.

The climate of Columbia county varies with the distance from the mountains. In the mountainous country the winters are longer and colder and the snow deeper than toward Snake river to the northward. For six years the United States weather bureau maintained a signal station at Dayton, and the record for that period shows the mean annual temperature to be forty-nine degrees above zero. The annual rainfall is twenty-six and thirty-one hundredths inches. The dryness of the atmosphere and the freedom from sultry weather or wind storms make the climate very pleasant. The extremes of temperature are not disagreeable, because the warmth of summer is accompanied by refreshing breezes, and the cold of winter is not accentuated by cutting winds and blustering storms. The northern part of the county has a more equable temperature than Dayton. The climate in general may be characterized as dry and temperate. There are no miasmatic or other unhealthful conditions in the climate. In winter there are usually a few weeks of good sleighing, but when the chinook wind drives away the frost in the spring vegetation begins its season's work without danger of interruption by the cold. There is a great difference between the temperature of the valleys and the hills.

The most important industrial interest of the country about Dayton is grain raising. It is estimat-

ed that the wheat output of the county this season will be about three and a half million bushels. An elevator of fifty-five thousand bushels capacity has been constructed this year to assist in handling the grain. The industry that now ranks second in importance is stock. There is a large area of the country that still furnishes the choicest bunch grass pasturage, and the herds of cattle, horses and sheep find an abundance of the best of food throughout the greater portion of the year. The stock range is gradually being circumscribed by the increasing area of cultivated farms, and the animals are retreating to the mountains where they will not be disturbed by the farmers. There is a good deal of room for improvement by bringing the whole plain under cultivation and at the same time utilizing the rough land for grazing purposes. There are good opportunities for farmers and capitalists in that country.

Dayton is a growing town. It has surmounted more than ordinary discouragements, and now stands better prepared for substantial development than ever before. It is situated in the very heart of one of the richest agricultural regions on the continent. It is backed by a variety of resources that can not but prove lasting. It is in a well watered section, the streams of which furnish large and available water powers. The people are intelligent and progressive and they seize every opportunity to promote the common welfare. It is a pleasant community in which to build homes or to engage in business. Its advantages are worthy of investigation by all who are seeking locations on the Pacific slope. The board of trade of Dayton will be glad to supply all enquirers with reliable information about the country.



Northwestern News and Information.

DEER LODGE COUNTY MINES.—The Phillipsburg, Montana, *Mail* says the new Granite Mountain mill at Rumsey is the best and largest of its kind in the world. A recent trip through the mammoth works in company with Superintendent Weir revealed a most magnificent piece of mechanism. Entering at the handsome engine room, where the twenty-five hundred horse power engine operates the gigantic works with all apparatus and to the entire satisfaction and pride of the engineers, and proceeding thence upward through the various apartments until the tramway is reached, which enters the mill at the summit of that lofty structure, we find the same good management existing in all departments as was manifested in the engine room. The tramway is working quite satisfactorily now and no difficulty is found in supplying the mill with the one hundred and twenty-five tons of ore required to keep its ninety stamps in motion each day. The ore bins are of sufficient capacity to keep enough ore on hand to run the mill one week, in case an accident should happen the tramway, thus avoiding the delay. There are in this mill four agitators, which are contrivances not used in any other mills, and they prove a great advantage in preventing any amalgam from escaping, as all the tailings pass through them, and any of the escaping amalgam settles to the bottom and is taken out at the regular cleaning up. Considering the size of this mill and the vast amount of ore operated on each day, one would think the dust and fumes arising from it to be suffocating; but such is not the case. Air flues are arranged in such a manner that the workmen do not experience any unpleasantness, except, of course, in the drying rooms, where the excess of chlorine gas can not be disposed of with much success. The water power, which is always ready in case of fire, is brought from high up the mountain side and is of tremendous force. A quantity of hose is constantly in readiness, and consequently a fire could gain but little headway in case one should get a start. The bi-metallic tramway is now numbered among the wonders of the United States, it being the longest tramway therein. The line is one and seven-eighths miles long, which is one thousand feet longer than any other in existence. It is now carrying one hundred and eighty tons of ore in ten hours, but its capacity is twenty tons more than that amount, although it will be unnecessary to run it at full speed, as it supplies the mill in less than ten hours for each twenty-four hours run. The carrying cable is one and one-eighth inches in diameter, and the hauling rope is five-eighths of an inch in diameter, and is made of steel and carries eighty-eight buckets. At its present rate of speed it delivers five hundred pounds of ore in fifty seconds, and on a trial in full capacity it delivered five hundred pounds in forty-five seconds. The most striking feature about the Bi-Metallic tramway is the fact that the gravity obtained in running the line produces power enough to run the engine and rock breaker with the throttle entirely closed, and the speed is regulated by only two brakes. The Trenton Company is now constructing one for the Nowell Gold Mining Company, at Juneau, Alaska, which will be over two miles long, with a single span of seventeen hundred feet and another of twelve hundred across mountains to avoid disastrous snow slides.

THE ALASKA BOUNDARY.—Two parties of the United States

coast and geodetic survey have gone to locate the boundary line between Alaska and British America. These parties are under the command of J. E. McGrath and J. H. Turner. The party under Mr. McGrath, composed of one assistant, a physician and seven hands, will go to the intersection of the one hundred and forty-first meridian with the Yukon river. Here an astronomical station will be established to determine the latitude and longitude of the place. The principal work will be to establish the longitude by means of chronometers, moon occultations and eliminations; also, to determine the constituents of the magnetic force. Topographical surveys in the vicinity of the station will be made, and the boundary traced as far north and south as possible. Turner's party will do the same work at his station, which will be at the intersection of the one hundred and forty-first meridian and Porcupine river. His party will be the same in size as McGrath's. During the winter Turner proposes to go by dog sledges along the boundary to the Arctic ocean. J. C. Russel, of the United States geological survey, has gone with the expedition. He has not yet decided which party he will accompany. However, wherever he goes, he will make scientific researches, so as to be able to report on the geological formation of the country. He will also make a collection of specimens relating to natural history and ethnography, which he will present to the National Museum and the Smithsonian Institute. Both parties departed on the steamer *Bertha*, to land at Ounalaska. From there the steamer *St. Paul* will convey the outfit and explorers to St. Michaels. Both parties will remain in that settlement for about a month, and during that time will determine the astronomical and astrological position of the place. The delay at St. Michaels will be on account of the construction of the small steamer that is to be put together there. The steamer was built in San Francisco, and will be put together as soon as possible. From St. Michaels the two parties will go by the new steamer up the Yukon to their respective destinations. On the way up the river surveys and soundings will be made. A base station will be established at Fort Yukon, by which to verify their calculations on their return. The return will be made in whale boats and batteaux, and the river will be more carefully surveyed, in order to determine astronomically the stations and traders' settlements along the banks. On arriving at the mouth of the Yukon careful surveys and soundings will be made, as those made over twenty-five years ago are rather rough and incomplete. During their stay in the far north log cabins will be constructed by the surveyors. If all goes well with both parties, they will finish their work so as to return to San Francisco by August, 1890. If one party should fail, the other will remain another year to complete the work.

VANCOUVER FINANCES.—One of the features of the terminus of the Canadian Pacific railway which first attracts the attention of the practical and thoughtful stranger is the number and financial stability of its banking houses. No city in the west is supplied with better banking facilities than Vancouver, and few of them have so many old and well-known firms engaged in transacting its financial affairs. Prominent among these institutions is the banking house of Bewicke & Wulffsohn, who have agencies and correspondents in every large financial cen-

ter on the globe. Their deposit, exchange, discount and collection business is very large, and stock brokerage is made an important part of their business. They also have a real estate



and insurance department, and attend to real estate transactions of all kinds, either as principals, agents, trustees or the representatives of estates. Insurance is effected with any of the leading companies of the world. This firm has taken a most important part in the work of building up a city on Burrard inlet, and will continue to be a leading factor in its future progress. All who have any financial matters to be attended to in Vancouver will find this reliable house accommodating and prompt. The investment of money in real property for non-residents, either in the form of purchase or loans, is an important branch of their business, and strangers who address them on this subject will receive prompt and courteous attention.

WOOL GROWING IN MONTANA.—An intelligent correspondent of the *Philadelphia Textile Record of America* for June, who has been interviewing Montana and her sheep and wool resources, writes a very interesting letter from this region, from which we make the following extract: With the constant increase in the value of land in Ohio, Pennsylvania and West Virginia, now the most prominent wool fields in the United States, the question arises, how long can these states continue to furnish wool and make it remunerative to the flock master? Or shall he not have to abandon his flocks for pasturages of less value than those worth \$50.00 per acre or more? But as the unsettled domain of the nation suitable for sheep husbandry is, in its dimensions, almost beyond the comprehension of the general run of people, it would give me pleasure, and no doubt widen their scopes of vision, to have them accompany me on a tour to the future wool field of Uncle Sam's domain. The season has been unusually favorable in Montana, on account of the mild winter, and the fibre is of uniform growth, not above the average shrinkage. The lambing season has turned out satisfactory for the flock master, yielding from eighty to ninety per cent. of lambs, and instances are recorded where the increase has been one hundred per cent. If any one thinks that sheep husbandry is only the process of harvesting the wool and the increase of lambs, he is much mistaken; for though Providence most liberally compensates its guardians, the hardships, the endurance required, and the loneliness of the herders, as the majority of them are single men, can hardly be com-

prehended by the ordinary man. But this mode of life seems to produce sterling characters and big hearts, and there is little of the trickery so common to modern trade. The lambing season, probably the most trying and risky, as well as expensive, continues in Montana through the month of May. The most to dread at this time are the cold storms usually prevailing, and if the lambs and ewes are not then constantly watched the loss of the lamb will follow and the year's profit from the ewe will be a total loss; so extra help is then employed, and no sheep or flock master hesitates at any expense to save all the lambs he can. When about three weeks old it is time to castrate the lambs. The flock master's skilled hand generally applies the knife, as it is no easy matter to avoid injury to the animal. A skillful operator, however, seldom loses one per cent., though the quickness by which the operation is done is wonderful. I have seen it performed at the rate of two hundred lambs per hour. The short time it takes the lambs to revive after the operation is over indicates that it is not hurtful. The shearing commences in Montana about the middle of June, or immediately after the lambing is over, and is performed by professional shearers. These travel in bands of ten or twelve men, and through the season cover the territory from Mexico to Canada, and are hired season after season by the flock masters, and invariably reach the respective ranches on or about the same date each year. The rapidity with which they perform the process of relieving the sheep of its fleece can best be judged when it is known that one hundred and sixty to two hundred animals are sheared per pay by each man, at a price of seven to eight cents a fleece. The herding of the flocks is done by men on foot, though occasionally a herder is seen on horseback, but in the latter case he owns his horse and saddle. This, of course, makes it easier on the man, as the foot herder has to tramp over a large territory each day, where the sheep are to be driven out and home at night to the corral. The shepherd dogs are used as an assistance to the herder to keep the sheep together, or to look out for wildcats and coyotes, which are not too scrupulous to steal a lamb from the herd in broad daylight when opportunity presents itself. A herder is supposed to be able to tend to fifteen hundred sheep, and is in Montana paid at the rate of \$35.00 per month and his board. Among the men we find all sorts of nations represented, and, as a rule, they are well educated. Their life is certainly laborious, if it is considered that seven days constitute the week's work; and at this high latitude the night or darkness in June is only about five hours, and the sheep owners expect their herders to make as long a day of it as possible. But the hardships of winter are aggravated when the drifts of snow and scantiness of food prevail, and when a herder is overtaken in a storm, compelling him to spend the night in the open field with his flock, when the temperature is forty degrees below zero. The state of Montana will this year shear about eleven million pounds, and the clip is constantly increasing. In fact, the field for sheep husbandry here is unlimited. With the immense pasturage, it is only a matter of a few years when the Montana clip shall double or treble. If artesian wells could be sunk to obtain water for the flocks in the state of Montana, there would be no limit for sheep husbandry. The climate, with its bracing, dry air, produces a sheep free from the diseases to which the animal is subject, such as foot-rot and lung trouble, and makes a mutton unsurpassable, and wool equal for fineness to Australian, which it has superseded among the majority of worsted manufacturers.

POST FALLS, IDAHO.—Post Falls is a live town that has come into existence within a few months at Post falls of the Spokane

river, some six miles from the Washington boundary. The Spokane river flows from the Cœur d'Alene lake. At Post Falls the stream divides into two great falls, with a rocky island in the center, and with the canal built by Mr. Post, the energetic founder of the town, will supply many sites for various manufacturing. This power can be utilized very cheaply, there being no rock to blast of any consequence, and what little there is making excellent building stone. It is an excellent quality of granite, capable of receiving the highest polish. There is any quantity of this granite, but most of it is located away from the falls and will be no impediment to those erecting mills. Great inducements are offered to manufacturers. Competent engineers estimate the available power during November, when at the lowest, at about eighty-five thousand horse power. The town site is situated on a beautiful, level prairie, a stone's throw from the gently sloping banks of the blue Spokane, which gradually widens as it approaches the city, growing wider until it reaches the falls; and as the clear, sparkling water rushes madly over the high, rocky precipice, it forms a picture grand in the extreme. The streets of the town are as level as a floor, and the householder will never be taxed for blasting the streets or grading. All streets running east and west are a hundred feet wide, and those running north and south eighty feet wide. It is a place where bright sunshine and pure air abound—no malaria, no contagious diseases, no sink holes filled with decaying vegetation. It is nearly two hundred feet higher than Spokane Falls. As a pleasure resort it will be second to none, and at no distant day the tourist and sight-seer may embark in an elegant excursion steamer at this point and take a delightful trip up the Spokane river, across Cœur d'Alene lake, and thence up the St. Joe and St. Mary's rivers into one of the finest farming countries of the west. Post Falls already has water works, electric light and power plant, one of the neatest newspapers in Idaho, and a number of mercantile establishments. A fine hotel and a large roller flouring mill are under construction and a railway is being built to the town. It is surrounded with valuable timber and minerals, and there is a good farming country near. The place has promising prospects.

THE SANTIAM MINES.—A miner writing to the Albany *Herald* about the Santiam mines, in the southeastern part of Marion county and extending across the boundary into Linn, says there is no other business enterprise that would put such large sums of money in immediate circulation, or bring such vast capital from other places as the developing of paying mines here in our own country. And that there are great numbers of rich mines in and around the old quartzville mining camp, there is no more room for doubt than that we will have a harvest in this country this coming season. Here are more than twenty square miles of country intersected by hundreds of well defined ledges, all bearing some of the precious metals. Much of the way these ledges are so close to each other that you are scarcely out of sight of one until you are on another, and in richness of ore they will compare favorably with any on this coast. And as for wealth of vein, I have been familiar with the mines of Arizona, New Mexico, Colorado and Utah, and I have not seen as wide veins in any other mining district. Bear in mind, this is only the surface indications; beyond that no man knows. The long and clearly defined lodes, the long distance they can be traced, the directions they run, the formation of the surrounding country, all indicate a strong and rich mineral belt. There has, as yet, been no development of any of the best lodes to more than indicate what the possibilities are. There have been several tunnels lately started for the purpose of developing some fine lodes, but none have yet reached their

destination. They have cut through several spurs or off shoots from the main ledge, and in every instance the prospect has been highly encouraging, indicating large bodies of rich ore when they reach their vein. There have been many holes or shafts dug from four to fifteen feet, and the improvement in the grain of quartz and increase in metal is all that can be asked. No one, as far as I have learned, has found a large block of either silver or gold with the eagle stamped thereon, but in many places there are piles of quartz that would pay a fine dividend for working. One company has run a tunnel over three hundred feet and nearly reached the ledge. Another has several tunnels from ninety to two hundred feet long and a quantity of ore out. The Red Bull mine, at a depth of twelve feet, shows a vein four feet wide, and rich enough to pay for packing out on horses and give a fine profit. This mine is now in litigation. The Albany lode, with a vein of ten feet wide, assays at the very surface more than an average of the ore that is worked in the mines of the world, and is very easy of access. The Bonanza is filled with ore of sufficient richness within four feet of the surface to pay a good dividend and is only waiting for the right machinery to work it.

THE NORTH PACIFIC NAVAL STATION.—The site determined upon for the government naval station on the North Pacific is Port Orchard, an arm of Admiralty inlet, Washington. Hood's canal, on the west, and Admiralty inlet and Puget sound proper, on the east and south, form a peninsula shaped somewhat like a spear head, and Port Orchard is a small inlet indenting the eastern coast of this peninsula. Bainbridge island is at the mouth of Port Orchard, which extends in a southwesterly direction eight or ten miles. From its northwestern side a narrow, deep arm, known as Dye's inlet, puts in a few miles a little to the north of west, heading in an open area of water known as Kitsap lake. In the angle formed by the junction of Port Orchard and Dye's inlet, on the west side of the latter, is the site for the proposed naval station. The government has three thousand acres of land there, which have just been surveyed, and it is expected that active operations will soon be commenced on the construction of the station. There are two small towns already on Port Orchard—Sidney, the Kitsap county seat, and Mitchell—and since the selection of the naval station site four new towns have been platted in that vicinity. Three of these bear the names Silverdale, Tracyton and Chico, and the fourth is not yet christened. These towns are not very populous. The traveler sees nothing to remind him of a city. A rude raft of logs anchored near the shore serves as a wharf, and where the future domes and spires and towers will pierce the sky the giant firs now raise their lofty forms, and the breezes croon a lullaby to the nestlings rocking in the boughs. The work of clearing the sites, however, has begun, and the primeval forest will soon be pushed back from the water and commerce will take possession of the land. The water of Dye's inlet, which seems like a narrow river, is navigable for the largest craft. The channel leads to a perfectly secure harbor, easily rendered impregnable. It will be interesting to watch the change which will be wrought in that vicinity in the next year or so.

MINING QUALIFICATIONS IN BRITISH COLUMBIA.—A newspaper correspondent writing about the mining laws of British Columbia says: If a person goes there for the purpose of prospecting or mining, it is necessary to secure a free miner's license from the mineral recorder of the district. This license costs \$5.00 per year, and must be taken out by all who expect to hold mineral land, whether they are native born or not. To make a location on that side of the line it is not necessary to find mineral

in the place; a location can be made on the snow where the ground is not visible. A claim of fifteen hundred feet in length by six hundred feet in width is allowed, the same as in the United States. It is only necessary to set three stakes, one at discovery and one in the center of the claim at each end. A certificate of the location is filed with the recorder and the number of the miner's license noted thereon. It costs \$2.50 to file said certificate. One hundred dollars worth of labor and improvements must be done during the first six months and a certificate filed to that effect, and at the end of the year the claim must be recorded, which places \$2.50 more to the credit of Her Royal Majesty's province. Besides these expenses, a per capita provincial tax is collected from all male citizens above the age of twenty-one years. The expenses above enumerated, and the eternal slowness in making any advancement or progress by the powers that be, are what may be termed drawbacks; but on the other hand Americans have many advantages on that side of the line. One of the greatest is that jumping of claims is entirely done away with. The locator or purchaser of a mine has far better protection in British Columbia than in the United States. All disputes of mineral claims are settled by the gold commissioner. He hears the evidence, then goes on the ground and settles the question. There is one appeal, however, from his decision, and that is to the court at Victoria.

SOUTHERN PACIFIC EXTENSIONS IN OREGON.—Now that the Southern Pacific company has secured the narrow gauge railway system of the Willamette valley, that corporation is about to make standard gauge extensions in Oregon. It is announced that the long contemplated extension of the west side line from Corvallis to Junction will now be made, and that a branch will be constructed from Forest Grove, in Yamhill county, to Astoria. This route was surveyed some years ago, and operations have been begun on the Astoria end under the name of the Astoria & South Coast railway. The Southern Pacific will probably advance the money for the Astoria & South Coast to construct the line. These extensions, which now seem assured, will make a considerable change in the railway situation in Western Oregon, and the branch to Astoria will open up a tract that has not been very attractive to settlers because of the lack of means for reaching it. It will also tap valuable coal fields that have been discovered in the Coast mountains. The road is to be run from the present proposed terminus in the most direct route to the Nehalem, and is to connect with the Oregon & California standard gauge railway or the Portland & Willamette Valley railway in Washington or Yamhill, or in Washington and Yamhill counties. The road, which is the Astoria & South Coast railroad right through, is to be completed to such connection by September 15, 1891. This is guaranteed by the Pacific Construction Co., an organization with \$100,000,000.00. The road will be about one hundred miles in length. The Astoria & South Coast railroad is to issue to the Pacific Construction Company \$20,000.00 in stocks and \$10,000.00 in bonds per mile as fast as the road is completed and accepted. The Pacific Construction Company is to furnish the Astoria & South Coast Railway Company all the money necessary to build, equip and place in operation the entire road.

MONGOLIAN PHEASANTS.—Since the importation of pheasants from China a few years ago that bird has become quite numerous throughout Western Oregon. They increase with great rapidity under the protection afforded by the law. One can scarcely ride through the Willamette, Umpqua or Rogue river valley without seeing numbers of these birds, the brilliant

plumage of the cocks making them particularly attractive. Many people consider it impossible to raise the Mongolian pheasant in confinement. Speaking of this, the *Albany Herald* says: "At three different residences in this city can be seen broods of these pheasants, all alive and doing well, each following the domesticated hen, apparently as well satisfied as though at their homes in the woods or fields. Experience has taught that it is no trouble to raise them for the first six weeks, or until they are about the size of quails; after that, however, they only await their first opportunity to leave, and once gone they never return. Yesterday a farmer was on First street with six little fellows, which he had caught while coming to town. When asked what he proposed doing with them, he replied that he would take them home and put them with a hen that was raising a brood of eighteen hatched from a nest of twenty-one eggs, which he had found in his garden. It is a curious fact, not known to everyone, that these pheasants hatch always two, and frequently three, broods each year. As soon as the first brood is hatched the mother turns them over to the tender mercy of the old rooster, which cares for them until the second brood appears, after which the two are combined and are looked after by both parents. This accounts for the fact that in every covey will always be seen two different sizes of birds. The first nest usually contains from eighteen to twenty-five eggs, and the last from fifteen to twenty eggs. Is it any wonder, then, that they have so rapidly increased?"

RICH ALASKA.—From a recent government report, the following brief statement of some of Alaska's resources is taken: "On the southeast shores of the Alaskan peninsula, in the bays with small streams entering into them, the salmon are so thickly crowded that the progress of the boat is impeded by them, and should a southeast storm suddenly arise at such seasons, the fish are driven upon the beach in innumerable quantities. One of the Russian navigators assured us (1867) that under such circumstances he has seen the beach strewn two or three feet deep with stranded salmon. Vancouver has recorded that he saw them in Burrough's inlet cast upon the beach in great numbers. The salmon fisheries have increased very rapidly. In 1887 eighteen vessels were engaged in the traffic and one hundred and ninety thousand cases of salmon were exported. In 1888 the number of vessels had increased to twenty-eight, and between three hundred thousand and three hundred and fifty thousand cases were exported. Whaling is also extensively carried on in Alaska, and in 1887 forty vessels were engaged in this business, six of which were steamers. The total catch yielded thirty-three thousand two hundred and sixty-eight barrels of oil and two hundred and forty-two thousand two hundred pounds of whalebone. One of the greatest resources of Alaska is its forests, which are practically virgin. The value of these is not appreciated so much now as it will be later, when the wood supply of the Pacific states, which is being so wantonly wasted now, has begun to give out. Then Alaska, with its great supply of hemlock, spruce and cedar trees, will be sought to supply the devouring hunger of advancing civilization."

MONTANA MINING NEWS.—The Cleveland Mining Company has been incorporated in Butte, Montana, with a capital of \$2,000,000.00, issued in four hundred thousand shares, of a par value of \$5.00 each. Enough stock has been sold to employ ten men in development work on the mine. The stock is being floated in St. Louis, where some heavy capitalists are interested in the mine and in the formation of the company, and from what is known of the men and their plan of operations, they

will either bring Alton district to the front or lose money in the endeavor to do so. A party from the Maiden district reports that the Spotted Horse mine is producing its regular quantity of rich gold tellurium ore that averages between \$200.00 and \$300.00 per ton. The ledge is fifty feet in thickness and the present depth of the shaft is three hundred feet. Two ten-stamp mills are kept busily dropping on ore and crush forty tons per day. The McGinnis mill is situated at Maiden, while the Spotted Horse mill is situated at the mine, one and a half miles from the town of Maiden. Everything there is in a flourishing condition. At the West Grey Rock the main shaft is down to a depth of three hundred and fifty feet and sinking is progressing to the four hundred. Considerable ore is being taken out of the north vein. On the south vein no work of importance is progressing. On the north vein silver bearing ore is yielded and is being reduced at the Silver Bow mill. At the East Grey Rock the main shaft is down three hundred feet, and cross cutting and drifting is being pushed in order to open up the mine, when a smelter will be erected by the Butte & Boston Company, to whom these properties belong.

“CAN LOVE SIN?” just published by T. B. Peterson & Brothers, Philadelphia, is an original American novel which will attract a considerable share of public attention. It deals with the universal passion, though not in the usual stereotyped way, and is at once very ingenious and very absorbing. The power of love and affinity was never, perhaps, more indubitably set forth, but this is done with such exceeding tact and skill that there is nothing objectionable for the prudish to carp at. The hero, Paul Denton, with his uncounted millions, which he dispenses with a lavish hand, is an ideal lover, ardent, impassioned and unflinching. The heroine Miriam Lee, is a married woman, but she reciprocated Paul's love with a strength that promises disaster. Their love life forms the staple of the novel, and about it is strung a series of incidents which keep interest and expectation constantly on the *qui vive*. The other characters are but lay figures, though they afford essential aid in the development of the plot. The scene is laid chiefly in Portland, Oregon, and Washington, D. C., and many picturesque localities in the far west are incidentally described with much vividness and enthusiasm. Some of the episodes are quite spirited, notably that of the detached railway car. “Can Love Sin?” handles the doctrine of affinity practically and forcibly. The interest is strong and keen, while the originality both in conception and treatment is commendable. It is a book that will be read through, and whatever may be thought of its teachings, there can be no question of its ability to entertain. It will be found for sale by all booksellers and news agents everywhere, or copies of it will be sent per mail, to any one, to any place, on remitting the price, \$1.50 to the publishers.

THE GRAND COULEE.—A correspondent of the Colfax *Gazette*, writing of the Grand Coulee of the Columbia, says: This remarkable chasm presents the appearance of a great river bed, with the river drained off. Perhaps at the time when the children of Israel were wending their way across the Red sea a mighty river lashed the rocks at the foot of these monstrous crags, or it may be that when Noah was putting the finishing touches on his great boat an irresistible glacier was wearing out that channel and grinding up those volcanic rocks into soil, which now produces fifty bushels of wheat per acre. The basin is half a mile to a mile in width, and is almost level. The water runs both ways and falls into shallow alkali lakes. On either side are perpendicular walls of volcanic rocks, fifty to

one hundred feet high, artistically carved near the top as if by the hand of an artist, yet man could not ascend those heights. For twenty-five of those thirty miles between the crossing and the river it would be impossible for man or beast to scale either side of the coulee. Within five miles of the river stands Steamboat rock, so named because of its shape. It is about one thousand feet long, and stands out alone, the west end tapering to a point similar to the prow of a steamboat. It is probably eighty feet high, and can be seen for twenty-five miles. Near the river the basin widens and is cut up into irregular divisions by hills and rocks, taking a bold curve to the eastward as it enters the channel. The soil is fertile, in places at least. There are but a few acres in the entire coulee under cultivation. Sage brush, in some places, grows to the height of five or six feet. The bunch grass is kept pretty short by the thousands of cattle and horses which live in this sheltered retreat.

THE NARROW GAUGE RAILWAY SYSTEM OF OREGON.—The Portland & Willamette Valley and the Oregonian railways constitute a narrow gauge system of transportation lines leading from the heart of the Willamette valley to Portland. The first mentioned extends from the terminal grounds in this city a distance of thirty miles to Dundee junction, where it connects with two lines of the Oregonian railway system, one on the east and the other on the west side of the Willamette river, the southern terminus of the former being Coburg, in Lane county, and of the latter, Airlie, in Polk county. The Oregonian consists of a total length of one hundred and fifty miles of track. It was built by Scotch capital, and during the past few years it has performed very unsatisfactory service. The Southern Pacific company about a year ago secured control of the Portland & Willamette Valley road, and recently the Oregonian lines were sold to that corporation for \$1,500,000.00. Thus the control of those lines is taken from the foreign courts, where it has been for several years, owing to the fact that Scotch bondholders owned the road, and it is now proposed to unite the two railways in one efficient narrow gauge system, as it was originally designed that they should operate. In this manner they can be made to perform an important service to the producers of the valley. The tracks will be repaired, rolling stock renewed and good train service restored. A bridge will probably be built across the Willamette at Ray's landing. These lines now are in condition to operate harmoniously and to pursue a vigorous business policy.

GOLD IN BLACK MOUNTAIN.—Last summer, while gathering huckleberries on a spur of Black mountain, near the head of Willow creek, in Morrow county, Oregon, John Brown found croppings of a quartz ledge, but being unable to spare time and money prospecting, did nothing with it, and gave the subject little thought until last April. At that time, while repairing the road in company with H. L. Duncan and others, Duncan picked up a piece of float quartz and remarked that he would like to find a ledge of such rock. Brown said he could show him one, and a few days afterward they started up the mountain to look at it. On the way, however, they found another, the one at present being worked. About a month ago they formed a partnership in the ledge with W. G. Scott, of the Willow creek saw mill, and commenced sinking a prospect hole. At a depth of fifteen feet they found the “color,” and the shaft is now down about thirty feet, with the indications growing more favorable as the work proceeds. Small pieces of rock pounded up and panned out gave good results, and Mr. Duncan, who has had experience in quartz mining for sixteen years in Colorado, New Mexico and Arizona, is confident that the mine

will be a paying one. Just how rich the ore is has not yet been ascertained, but a sample has been sent to Portland to be assayed, and returns are expected soon. The prospecting shaft is six or eight feet wide, and as only one wall of the ledge appears it is thought to be quite extensive.

WHATCOM COUNTY'S BUILDING STONE.—After agricultural products the leading export of Whatcom county at present is Chuckanut building stone. It is a beautiful blue-gray freestone of a texture that peculiarly adapts it for building purposes. The wall of rock from which it is taken rises from the water of the bay almost perpendicularly to a height of one hundred and fifty feet. The direction of cleavage slopes slightly back from the water, but is not far from perpendicular. By commencing with each successive layer at the base of the cliff and working upward, the detached rock slides smoothly down the face of the next underlying layer when broken loose by blasts of powder. Arriving at the base the huge chunks are handled by powerful lifting cranes, and after being cut up into dimension and rubble stone are wheeled out upon the dock on trucks. The water at the base of the hill is very deep, and as there is no natural beach at this point the construction of a dock was difficult and expensive, but the shipping conveniences could not be surpassed. The demand for this building stone this season is greater than ever before. The present output is one hundred and fifty to two hundred tons of rubble stone, and one hundred and twenty-five to one hundred and seventy-five cubic feet of dimension stone per day. From twenty-five to thirty experienced quarrymen are employed and the force will soon be increased. The principal markets for the stone are Seattle, Tacoma, Port Townsend and Portland.

SALMON RIVER, IDAHO.—What a pretty country it would be around Salmon City if there had been as much interest the past fifteen years in ranches as there is to-day! The place has been settled for nearly twice that length of time, but its early days gave a population of miners and traders only. Goods were hauled hundreds of miles to supply hardy men who were satisfied with a diet of bacon, canned goods, bread and a few of the substantial, and they were content to haul in grain for their animals. A few years ago some good ranches were opened, but it was not until within the past three or five years that a general interest was aroused in ranches. Governor Shoup has spent the most of any one individual in this line, and this all dates within the past three or four years. Some six miles up Salmon river he has about two thousand acres, on the west side of the river, on which he is spending large amounts. Already the land is well fenced, most of it under cultivation; good barns have been constructed and water brought onto the land by means of extensive ditches. It is probable that this outlay will aggregate \$50,000.00 ere he gets it in the condition he desires, which will make it a complete ranch in every particular, as well as a pleasant home. The past two years this place has produced immense crops of grain and hay and already is returning good interest on the investment.—*Salt Lake Tribune*.

CHEHALIS IMPROVEMENTS.—A company was recently incorporated in Washington with the object of constructing and operating electric light and gas works and water works for the city of Chehalis, and a flume for running timber and lumber. This flume is from the junction of the north and south branches of the Newaukum river, seven miles distant from Chehalis, to float the timber product out to the railroad. Besides the direct work of the corporation in the construction and operation

of the flume, other enterprises will follow as adjuncts, which will make a great difference in the business of Chehalis. By furnishing cedar lumber, there will be a fine opening for one or more sash and door factories. The great convenience of floating shingle bolts from Newaukum valley to Chehalis will bring shingle mills, and in other ways the reliable supply of lumber by means of the flume will enlarge the manufacturing and shipping business of Chehalis and vicinity. The capital stock of the corporation is \$20,000.00, which has all been subscribed by the citizens of Chehalis. The property owners of Chehalis have just tendered a free right of way to the Port Townsend Southern railway, which proposes to make that point its southern terminus. This is another important move for the thriving young city, which seems determined to stride ahead rapidly.

LAKES DISAPPEARING.—The *Herald*, published in the new county of Harney, Oregon, says that not over four miles of the original bed of Warner lake is now covered with water, whereas in 1865 there were seven feet of water where the bed is now dry, and this year a stack containing three hundred and sixty tons of hay was burned on land which in 1878 was surveyed as Warner lake. Goose lake, which once reached Lakeview, Oregon, is now five miles away, and Malheur lake, in Harney county is eight feet lower than at any period within the memory of the oldest inhabitant. The Winnemucca *Silver State* says that Humboldt lake, in Nevada, which some years ago comprised a sheet of water sixteen or eighteen miles long and from eight to twelve miles wide, is now only a few miles long and perhaps a mile or two wide. The Humboldt river has not discharged any water into the lake for years, and a large area which was covered several feet with water at one time is now as dry as any part of Humboldt valley. It is a fact, however, that the lake was as low nine or ten years ago as it is to-day, and that five years ago it was as high as it was ever known to be. Immigrants in early days, who saw the Humboldt discharge an immense volume of water into the lake, or sink, as it was called, believed it had a subterranean outlet; but that idea was erroneous, as the volume of water was reduced by evaporation, not drainage.

A MONTANA MINE SALE.—A large mining transaction, and one that will prove of great importance to the New World mining district, was recently consummated. The smelting plant, mines, supplies and real estate of the Republic Mining Company, at Cooke, have been bonded by Major George O. Eaton to S. A. Clark for \$230,000.00. The bond expires March 1, 1890, and by its terms work is to be prosecuted on the mines and the smelter put in operation. This transfer is a matter for congratulation to the parties directly interested, as well as to every mine owner in the district. There is no property in Montana that offers such rich returns for the investment as the Republic mines and plant at the figures designated in the bond. Mr. Clark has, in securing this property, not only acquired a bonanza, but through his efforts will enlist capitalists in the development of the camp, and thereby secure to the New World district the necessary transportation to make it one of the greatest producing districts in Montana. The only drawback Cooke City has experienced has been lack of railroad facilities, and this will surely and speedily follow the advent of foreign capital, as at least two railways are already building in that direction.

TO RECLAIM TIDE FLATS.—A company has been organized in British Columbia to reclaim the whole of the foreshore or tidal

flats on Boundary and Mud bays, from the boundary line at Point Roberts to Backie's spit, Mud bay, taking in, approximately, a strip of between seven and eight miles in length, and from one and a half to two miles in width, and comprising between eight and ten thousand acres, to be absolutely recovered from the sea, the land being of the richest. The dyke, or, more properly, sea wall, will have a width on top of about sixteen feet, being proportionately larger at the base, thus forming a first class road. All section lines running south from the road going to Ladner's landing and intersecting the main dyke will also be public roads or highways, being extended to the sea wall at the same height and width, and the large parallel ditches on the section lines will serve materially to drain the reclaimed land. The benefits of the scheme do not stop with the land reclaimed, but the adjacent lands and roads are greatly benefited by it, and all that the promoters require as remuneration from the dominion government for the work undertaken is a grant of the lands to be recovered. The preliminary surveys have already been made, and the work will be energetically pushed.

MICA IN MONTANA.—Discoveries of mica have recently been made in Southern Montana, and also in the northeastern portion of the territory. Whether or not it is of commercial value has not yet been determined. Mica is found associated with the oldest rocks—the Archeon—the crystals being imbedded in a gangue of feldspar and quartz. The crystals are usually fractured, so much so as to be valueless. Prospectors should not expect mica to improve with depth—a fallacy also common to gold and silver mining—since it does not oxidize. Therefore if good mica is not found near the surface, it is not probable that it will be found at a greater depth. Muscovite mica, the ordinary mica of commerce, is found in nearly all the granite and gneissoid area of the country, yet, while abundant, a good quality of mercantile mica is scarce, especially of large sizes and good quality. The total annual production of commercial mica in the United States does not exceed eighty thousand pounds, the average value of which is \$2.40 per pound, making a total value of \$192,000.00. At present North Carolina produces two-thirds of all the mica mined in the United States. The center of this industry is at Bakersville, Mitchell county, North Carolina. Prospecting is being done in Montana, and it is expected the mineral there will prove important.

ELLENSBURGH'S GREAT FIRE.—Since the article on page 364 went to press, the city of Ellensburg has suffered the loss by fire of all its business houses, a total loss of \$2,000,000. Great as this calamity is, it has served but to demonstrate the permanence and stability of the city as a large commercial center. Had Ellensburg been a boom town, with its values purely speculative and without actual resources commensurate with its growth, such a blow would have been fatal; but such was not the case. Scarcely had the fire been extinguished when contracts were let for the erection of new brick blocks, some of them before the owner had fully ascertained the amount of his losses. The fire limits have been rigidly maintained, and within a year a city of solid brick walls will stand where many frame structures formerly menaced and finally destroyed their more substantial neighbors. No cessation will be made in the prosecution of the various enterprises mentioned in the article, nor in a new one not therein spoken of, a motor line from the Northern Pacific depot to Grand View and Capitol Park, contract for which was let only a few days before the fire. This line will furnish quick and cheap transportation, and will practically bring those additions into the heart of the city.

BELFORD, CLARKE & Co's. PUBLICATIONS.—Some of the most popular novels of the day are those issued by the extensive publishing house of Belford, Clarke & Co., which has branches in New York, Chicago and San Francisco. Prominent among their recent publications is a translation of L'Abbe Prevost's famous "Story of Manon Lescaut," from the edition of 1753, made by Arthur W. Gundry. "The Prophet's Mantle," by Fabian Bland, is a strong story of Russian and Irish political agitation. In "The Vengeance of Maurice Denalquez," Salina Dolaro, author of "Bella Demonica," gives a somewhat highly colored picture of people whose morals were somewhat below the standard of the circle in which they moved. A charming little book is "Dinnerology, Our Experiments in Diet from Crankery to Common Sense," by "Pan." In this most entertaining volume many truths are told in a humorous and charming way. "A Ride on a Cyclone," by W. H. Ballou, is a most entertaining and humorous volume, the theme being one of mistaken identity. It is elegantly illustrated with many spirited and humorous sketches by H. Clay Coultans. All for sale by C. H. Wilcox, at \$1.00 for cloth and 50c. for paper.

RACE OF CAVE DWELLERS.—On King's island, south of Cape Prince of Wales, in Southern Alaska, is a race of cave dwellers. The island is a great mass of craggy cliffs, rising at an angle of forty-five degrees to a height of seven hundred feet. On the summit are found a number of stone columns resembling the remains of an old feudal castle. The village is composed of about forty dwellings, some excavated in the sides of the steep cliffs two hundred feet above the ocean, others made of walrus skins stretched on poles secured to the rocks. These cave dwellers are noted for the manufacture of waterproof boots and clothing made from the skins and intestines of the seal and walrus. Their boats are most substantially built and they are exceedingly expert seamen. It is sometimes necessary for them to launch their boats while the surf is furiously breaking against the perpendicular sides of their rock-bound shores. The light, waterproof boat is brought near the surf; the native who is to embark seats himself and fastens his light, waterproof shirt securely around the rim of the hatch, and at an opportune moment two companions heave the boat with its occupant out clear of the surf, and he is set safely rocking in the billows of the sea.

REAL ESTATE IN VANCOUVER.—Real estate values in Vancouver, B. C. have advanced steadily under all conditions of trade since the Canadian Pacific first selected it for its Pacific coast terminus. There has been, and there is now, no more certain investment in real property in the entire west than in this most progressive city of British Columbia, and the thousands who have invested there are highly pleased with the condition of affairs. The leading dealers and agents in real estate in that city are Rand Bros., who have handled property aggregating millions of dollars, and have made investments for a large number of non-residents that have netted the purchasers a large per cent. on their investments. The firm has offices in Vancouver and New Westminster, B. C. and in London, England. Non-residents desiring to secure good bargains in real estate will find the knowledge, experience and careful business judgment of this firm most valuable and will be perfectly satisfied with the manner in which they will transact any business entrusted to them. Special attention is given to correspondence with those seeking investments.

SURVEYING ESTIMATES.—The surveying division of the general land office at Washington has made a preliminary estimate

for the apportionment of the \$200,000.00 appropriated for the survey of public lands for the fiscal year beginning in July. By this estimate Minnesota is given \$5,000.00, Dakota \$25,000.00, Montana \$15,000.00, Washington \$20,000.00, Idaho \$10,000.00, Oregon \$10,000.00, Wyoming \$10,000.00, and California \$15,000.00. New Mexico, Arizona, Utah and Nebraska are given \$5,000.00. A small sum will be set apart for some of the southern states. To the \$15,000.00 for Montana will be added the \$10,000.00 which was designated in the appropriation bill. This estimate will be revised, and it is probable that Dakota will be given \$5,000.00 more, and perhaps Montana an equal amount. Surveyors general in various states and territories have been conferred with for the purpose of ascertaining what is needed. It is possible that, owing to the early settlement of the Sioux reservation, Dakota's share may be increased to \$40,000.00.

SALEM'S MOTOR LINE.—A scheme is on foot by citizens of Salem to construct a motor line from Oregon's capital city to the town of Silverton. The Marion County Improvement Co. is having several routes surveyed and expects to build and equip the line for \$125,000.00. The company is taking options on farms along the line, expecting to buy them and cut them up into small tracts for sale. The motor will make hourly trips, stopping at any point where passengers or freight may desire. In this way it is expected to build up a large traffic along the entire route, which will gradually assume the appearance of a continuous village. This road will connect Salem with the finest portion of Marion county and a district equal to anything Oregon contains. Even far-famed Yamhill can not show any country more pleasing in appearance or more fertile and productive than Howell prairie, through which the road must pass, and the Waldo hills that adjoin it. For the whole distance the country is high prairie and no richer soil or more productive region exists. It is well adapted to fruit growing as well as grain farming. Those interested hope to see the road in operation by the first of November, 1889.

TIMBER ALONG THE OREGON PACIFIC.—The projection of the Oregon Pacific railroad into the forest regions of the North Santiam, has awakened great interest in that region and opened up a country that has almost unlimited resources for lumbering purposes. Already mills are in progress in that section and lively work is being accomplished, though only a commencement has been made. The belief has been common among the residents of that vicinity that local mills only could be supplied with logs from timber lands along the river and in the adjacent mountains, but competent and experienced men have looked over the ground and have concluded that with a little improvement the North Santiam can be made an excellent and perfectly safe stream for running logs into the Willamette to supply all mills below as well as the local mills adjacent to the timber. Already plans are being perfected for that purpose and undoubtedly in the near future the mills at Oregon City and other places can be supplied with logs from the magnificent forests of the North Santiam. The project is one of importance and if put into practical operation will bring a fine income into the hands of its originators.

NORTHERN MONTANA.—The great Northern Indian reservation, occupying all that portion of Montana north of the Missouri and Maria's rivers, was opened for settlement a little more than a year ago; that is, the Indians that had previously roamed over the whole tract were restricted to a portion, and about

eighteen million acres were added to the public domain. At that time there was not, outside of three reduced Indian agencies and military reservations, a single white family on that vast tract. Now scores of families have homes there and hundreds of acres are this year bearing their first crop of grain, with excellent prospects of maturing good yields, and other hundreds of acres are being prepared for crops. There are vast quantities of fine farming and grazing land in Northern Montana, and some rich mineral locations are being developed, especially of coal. The country possesses good water power for manufacturing and it is rapidly assuming importance in industrial matters.

SUMAS, W. T.—A new town, called Sumas, is being started on the Washington side of the British Columbia boundary line, near the low divide between the Nooksack river, flowing southwest, and the Sumas, flowing to the northeast to join the Fraser. Sumas will be the town at which transfers from American territory on the coast to the Dominion of Canada will be made on the lines of the Canadian Pacific, the Bellingham Bay & British Columbia, and the Seattle, Lake Shore & Eastern railways, making it, in short, the headquarters for no less than three important lines of railway. This, of itself, without any dependence on the magnificent country, will make Sumas an important center. The valley is about fifty miles in length, and ranges from ten to twelve in width, and possesses a mild and healthful climate. The soil of that section is of great fertility; soft, pure, cold water in wells, springs and clear flowing mountain streams. Sumas bids fair to become a city of commercial importance.

YAQUINA HARBOR.—According to the government surveys of Yaquina harbor recently made, the least depth for a year at mean high tide was twenty feet, which would make the depth at ordinary high tide twenty-one to twenty-two feet. This shows an increase over previous surveys and indicates that the jetties are having a marked effect on the efficiency of the bay as a harbor. The channel into the bay is a remarkably straight one, and with honest seamanship the largest steamer can enter the bay in safety. Work on the south jetty is being pushed, rock being piled along the jetty increasing its height and length. The tramway and track on the north side are built to nearly the place for beginning the jetty proper. By the middle of the month the active work of emptying rocks into the sea will begin. As the work proceeds the depth of the water will increase, and there is now absolutely no question as to the final result. Yaquina bay will make a good and safe harbor.

OREGON PACIFIC CONTRACT.—A contract has been let to J. S. Antonelle and Loring B. Doe, of San Francisco, for the construction of twenty miles of the line of the Oregon Pacific in the Cascade mountains. The section to be built begins five miles west of the the tunnel, construction of which is included in the contract, and extends fifteen miles on the eastern side, carrying the road almost to the summit of the mountains, a total distance from Albany of sixty miles. The contractors are experienced railroad builders, and have just finished a large section of the A. T. & S. F. road. A thousand men will be put on the grade at once. The company has thirty miles of steel rails on hand, and states that other contracts will soon be let which will carry the road well into Eastern Oregon before the end of the year.

GRAY'S HARBOR WASHINGTONIAN.—A new paper called the *Gray's Harbor Washingtonian* was started last month at Hoqui-

am. It is a very creditable sheet and bears evidence of being conducted by experienced newspaper men. From it is learned that a new town has been located on the harbor adjoining Hoquiam on the west, and it has been given the name of Gray's Harbor. Surveyors are now at work on the plat. The whole tract is being cleared of timber and streets are being built. The construction of extensive wharves has already begun. The prospect of soon having a railroad is one of the chief advantages of the new location.

AN IDAHO MINING FIND.—Near Wallace, Idaho, some rich ore bodies have recently been unearthed and preparations are being made for prosecuting work vigorously. One of the latest discoveries is near the headwaters of Beaver creek, in what is known as "the basin." It is in a timbered section. Ore has been uncovered in two places. At the point of discovery a little loose earth has been scraped off, several shots put in and a body of ore ten feet in width exposed to plain view. It bears every evidence of being in place and seems to take the general direction—east and west—of the ledges of that district. A rough guess would place this last discovery, the Hidden Treasure, about two thousand feet due north of the Excelsior. The Excelsior is about fifteen hundred feet north of the Sunset. Arrangements have been made to proceed with immediate development on both the Excelsior and Hidden Treasure.

WALLA WALLA REAL ESTATE.—The sales of real estate recorded in Walla Walla during the first half of this year numbered six hundred and twenty-five, aggregating in value \$704,552.36. For the same period last year the transfers numbered three hundred and fifty-two, of a total value of \$264,564.87. For the whole of last year the real estate sales reached a total of \$788,065.29, and for the year previous \$727,500.29—but little more for the whole year than the transfers for six months of this year amount to. Walla Walla is brightening up and going ahead quite rapidly. Its street car line has just been put in operation, the erection of a fine large hotel is contemplated, and the Pacific Coast Elevator Company has built one of its largest grain elevators in that city. The influence of the Hunt railway system on Walla Walla is beneficial and the city seems to be entering a period of unusual prosperity.

THE CASTLE MINES.—The smelter at Castle is running successfully, about one hundred bars of bullion being produced by each shift. This bullion is being freighted from Castle to Lexington by bull teams. The machinery for the Yellowstone mine has been placed in position and two shifts are now at work upon the property, which shows better as development progresses. The Cumberland company is assorting its ore preparatory to shipping the higher grade, five hundred sacks having been received for that purpose. It is asserted that General Manager Fulsom, of that company, is awaiting the action of the Northern Pacific relative to building a railroad to the camp. If it is not favorable to immediate construction, an effort will be made to secure railroad transportation by incorporating a company with that object in view. Altogether the outlook for Castle's prosperity is bright.

HAINES, OREGON.—On the line of the O. R. & N. Co., ten miles north of Baker City, is the town of Haines, an important trading and shipping point for quite a large section. The town contains two general merchandise stores, a livery and feed stable, a hotel and restaurant, two blacksmith shops and a saloon, and draws trade from the surrounding country for many miles.

It is in the midst of a good farming country, where the ranchers are prosperous and own their land and stock. Good gold quartz ledges are being developed within a mile of the place, and several placer mines are being worked in the foothills of the Blue mountains within a distance of six miles, while others are idle for lack of water. Two saw mills near the town cut ten thousand feet of lumber each daily. Haines is a prosperous community that has not yet reached the growth its business and location assure it.

BIG BEND BOUNDARY.—The Waterville, Washington, *Empire* thus defines the Big Bend country: The Big Bend proper begins about forty miles west of Davenport and continues west to the Columbia river, about a hundred miles. Davenport might with propriety be called the "gateway of the Big Bend," but it is in no sense a portion of the same. To ascertain the exact location of Big Bend country, place a rule on the map of Washington Territory so that one end will touch Priest's rapids on the Columbia river, and the other at the junction of the Columbia and Snake rivers. The country directly west of your rule, and between it and the Columbia river, embraces the Big Bend proper. It will be observed that Douglas county comprehends the most of this section.

THE NICOLA DISTRICT.—The ranching business in the Nicola district of British Columbia was never better. Cattle wintered well and are in fine condition, and feed is excellent. The Jennie Long mine, now being developed, is yielding ore that assays as high as \$2,000.00 per ton. The shaft is down three hundred feet in the Joshua mine, and the ledge, which is showing richer all the time, changing into gray copper, assaying from \$300.00 to \$500.00 per ton, is widening. Experts from England are coming out this month, and mining prospects somewhat depend upon their report. If favorable, great activity will follow.

THE NEZ PERCE ALLOTMENT.—The allotment of lands in severalty to the Nez Perce Indians in Idaho is being made, and soon what remains of the reservation, which will amount to nearly five hundred and sixty-four thousand acres, will be thrown open to settlement, which, allowing one hundred and sixty acres for each settler, will make homesteads for three thousand five hundred and twenty-five persons. A correspondent alleges that fully three-fourths of the area of the reservation is arable land, while the remainder is quite as valuable for mineral, timber and grazing purposes.

THE SEATTLE, LAKE SHORE & EASTERN.—Orders have been issued from the New York headquarters of the Seattle, Lake Shore & Eastern railway for the immediate resumption of construction operations on the northern branch of the road; that is, on the main line to connect with the Canadian Pacific. A force of a thousand men will at once be put to work on the road, which will be pushed to completion to the Canadian boundary this season. This will make Seattle the American terminus of the Canadian Pacific and give that city the benefit of competitive transcontinental railway lines.

ALFALFA FIELDS.—The productiveness of the soil of Washington is shown by the fact that a rancher in the Wenatche valley, just across the divide from Snohomish county, on the eastern slope of the Cascades, last year cut a field of alfalfa grass four times, getting two and a half tons to the acre each time, or ten tons for the season. This, in one respect beats the

record in Snohomish county. A farmer on the marsh near Snohomish cut two crops last season—four tons to the acre the first time and three the second, or seven tons to the acre for the year.

GREAT IRRIGATION PROJECT.—The great Bear river canal, in Southeastern Idaho and Northern Utah, is to be one of the greatest irrigation projects in America. \$2,000,000.00 have been provided for its construction. To get the river along the side hill along Bear river canyon and out on to the plain near Plymouth will necessitate moving two hundred and twenty thousand yards of solid rock, nineteen thousand yards of loose rock, a million and a half yards of earth, and digging twelve hundred feet of tunnel. This canal will irrigate two hundred thousand acres in Salt lake valley and six million acres on Bear river, increasing the value of the land to \$50.00 per acre, while fencing, building and tillage will double this valuation in a few years. Bear lake is in Southeastern Idaho and covers one hundred and fifty square miles, and the canal will secure the irrigation of a territory extending to Ogden.

THE OLDEST BUSINESS HOUSE.—The oldest business house in the Grande Ronde valley of Eastern Oregon is that of Sommer & Blum, which commenced business as early as 1864. It is a general merchandise house, and has an extensive jobbing trade with the country around LaGrande, where the firm is located, the business aggregating \$125,000.00 a year. It is one of the most substantial houses in Eastern Oregon. The firm owns a large amount of property in LaGrande and vicinity and takes an important part in promoting the interests of that locality.

GOLD STRIKE IN B. C.—There is considerable excitement in Yale, B. C., over the reported discovery of the gold-bearing quartz ledge that feeds the well known Siwash creek, out of which many fine nuggets have been washed. The pure gold can be seen with the naked eye in the cap rock, and the new ledge is considered one of the richest ever found in British Columbia. The prospector prospected alone throughout the whole of last winter, and at last he has reaped his reward by striking a ledge which can not fail to make him a rich man.

THE PORTLAND SMELTER.—Excavation for the smelter at Linnton, a short distance below Portland, has been completed, and the Northern Pacific railroad has nearly completed a switch to the works. Fifteen buildings are in course of construction on the grounds. The company expects to have the smelter running by August 1st, by which time the Oregon Railway & Navigation Company's road across the Cœur d'Alene reservation will be completed, giving Portland direct communication with the Cœur d'Alene mines.

ILWACO & SHOALWATER BAY RAILWAY.—The narrow gauge road from Ilwaco on Baker's bay has been completed to Naratta, on Shoalwater bay, a distance of sixteen miles. It runs the whole distance along the shore in sight of the breakers and the succession of resorts frequented by seaside visitors during the summer. On Shoalwater bay a wharf seventeen hundred feet long will be constructed to deep water at low tide. Five miles

of the road were used last season and enjoyed an extensive patronage.

METEOROLOGICAL SUMMARY FOR JUNE.—The following summary for June is taken from the report of the U. S. signal officer at Portland, Oregon: Highest temperature, 94 degrees; lowest temperature, 43 degrees; mean temperature, 65.8; clear days, 18; fair days, 5; cloudy days, 7; total precipitation, 0.51 inches; deficiency for the month, 1.20 inches; deficiency since January 1st, 13.24 inches. The deficiency is based upon the average for the past seventeen years.

BELLEVUE TO CAMAS PRAIRIE.—A new wagon road has just been completed by which Bellevue is put in direct communication with the famous Camas prairie, the road being better and having easier grades than any other from that great agricultural region to Wood river valley. This road will be of mutual benefit to the business men of Bellevue and the people of the prairie, who are taking advantage of the new market opened to them.

SHEEP CREEK MINES RICH.—The Sitka *Alaskan* says that even those who were at first skeptical regarding the future of the silver mines on Sheep creek now generally concede them to be the richest yet shown up in Alaska. And indeed they are fast proving themselves as such, and in every instance where development work has been done on any of the various veins, an increase in width and richness of ore has been the result.

THE GALLATIN-BUTTE BRANCH.—The work of grading the Northern Pacific route recently decided upon between Gallatin and Butte, Montana, is being pushed with vigor. A number of miles of the grading is already done. Work has also been begun on the terminal grounds in Butte, and though some litigation remains to be settled there, the completion of the road will not be interfered with. The line will be in operation this fall.

CENTRALIA & GRAY'S HARBOR R. R.—A contract has been let for the construction of ten miles of the Centralia & Gray's Harbor railroad. Three miles have been graded eastward from the Skookum Chuck, and work is progressing vigorously on the grade extending toward the coal mines. It will not be long before Centralia will become a prominent coal shipping point.

WEALTHY MONTANA.—Montana is said to be the richest in wealth, per capita, of any state or territory in the union, and the deposit in its banks is marvelous. Helena is credited with having \$8,300,000.00, Butte \$7,000,000.00, and the remainder of the territory \$5,000,000.00 deposited, which is certainly no exaggeration.

NEW HOTEL AT ANACONDA.—A fine hotel has just been completed at Anaconda, Montana, at a cost of about \$175,000.00. It is one of the finest hotels in Montana, and its opening was made the occasion of a quite notable demonstration.

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	Sulphur Spr.	Potash Spr.
Temperature of Spring.....	150 F.	120 F.
Specific Gravity.....	1001.13 (60 F.)	1001.00 (60 F.)
Grains per Imp. gallon at 60 F.—		
Chloride of Potassium.....	1.722	1.414
do Sodium.....	31.296	28.313
do Lithium.....	undl.	undl.
Sulphate of Soda.....	33.061	28.749
do Magnesia.....	.147	.168
do Lime.....	14.840	16.729
do Strontia.....	undl.	undl.
Carbonate of Lime.....	4.847	2.562
do Iron.....	very small.	very small.
Alumina.....	trace.	trace.
Silica.....	4.634	4.102
	90.048	81.200

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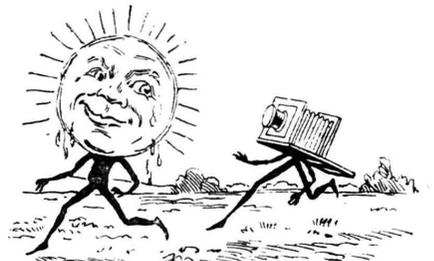
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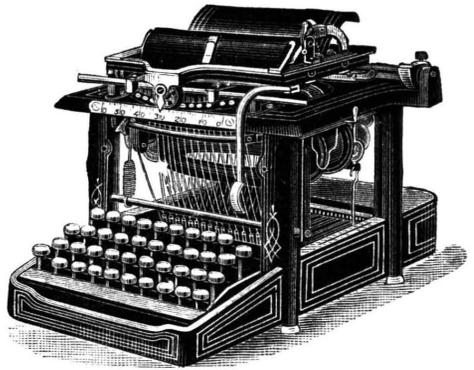
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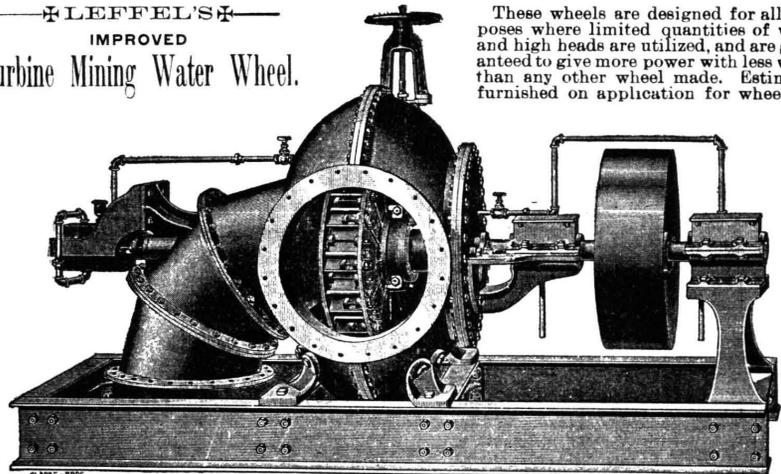
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From Twenty to Forty Trains Arrive and Depart Daily. Terminus of Three Divisions of the N. P. R. R., and Two Divisions of the O. & W. R. R. Starting Point of Three Projected Railroads.

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ed near the banks of the Columbia and Okanogan rivers, can reach the markets of the world by no practical route except to be floated down the river to Pasco.

Pasco is the center and natural depot, or storage point, for the supplies and products of the rich grain-producing plateau that surrounds her on every side, and comprises the following well-known localities: Douglas, Lincoln and Adams counties, the Palouse country, the Potlatch country, Camas prairie, Asotin, Garfield and Columbia counties, Eureka flat, Walla Walla valley, Umatilla county, and the eastern portion of Klickitat and Yakima counties, known as Horse heaven. These favored localities surround her as a crown of gems, and will soon make Pasco the storehouse for all the grain awaiting shipment to either seaboard.

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The best field for investment in the Northwest is in the fruit lands of the Willamette valley, for sale by

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