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OREGON\*

SEINGTON.

PACIFIC NORTHWEST.

and Trade

Columbia, there is now spread a rich and fertile soil, varying in depth from a few inches to hundreds of feet. This soil has been produced by the grinding action of the ice and drift of the great Glacial epoch, by the water-wearing action of the Champlain epoch and from the disintegration of the rocks during the last and present existence of the Terrace epoch, by the action of the summer's rain and heat and winter's frost and cold and chemical decomposition arising from exposure to the atmosphere. Soil arising from the disintegration of volcanic rocks is known to possess in a high degree the qualities and mineral constituents needed by plants. The most fertile soil of France, Italy, the Sandwich Islands and California, are of this nature, and the wondrous harvests in some localities of the bunch grass country show that its soil has no superior anywhere. From an inspection of the topographical charts it will be seen that nearly all of this vast area is susceptible of use, either for agricultural or grazing purposes."

The principal industry, as we have said, is stock raising, and little attention has been paid to agricultural development; and this little only resorted to, to meet the demands and requirements of a home market for grain and vegetables. Away from the mountain districts the land is of a rolling character, generally free from timber. There is an enormous quantity of arable land in this county. It is splendidly watered, and thousands upon thousands of acres of agricultural lands are awaiting settlement, under the various methods the government so generously offers. What a prospect! What a train of thought follows a comprehension of the situation as spread out before us here. How much want might be relieved; how much destitution be banished; how much vice succumb to good; how many, coming up in squalor and ignorance, be transplanted among splendid opportunities by the occupancy of these lands! No mere fanciful picture this; simply an altered condition following a change of location. Lifting a man out of a slum, and setting him down on the grassy banks of a pure cool crystal stream. There need be no fear that the settlement of these lands will be detrimental to cattle, horse or sheep raising. In truth, not until this land is fenced and divided will its ability to feed and support stock be known thoroughly. When we see 1,000 families settled in these valleys and on these grazing hills, where now are but 20, we shall see stock increase not only in number, but value per head and not only add to the wealth of the people, but the value of the land. Among the cattle, horses and sheep there will be a finer strain, and for the better support and attention; and among the people there will be no schools, churches, newspapers, factories, and village population, afford the pleasures of intercourse and society.

While the climate here is very salubrious, it is perhaps more variable than in other parts of Eastern Oregon. The liability to late and early frosts confine the fruit and vegetable productions to the hardier sorts. Indian corn will not mature, but other grains do well, and grasses are thrifty. February and March have not the softness so noticeable elsewhere; and snow

# Eight Hundred and Fifty Thousand Acres.

—OF—

## CHOICE OREGON LANDS FOR SALE.

—IN—

### LINN, CROOK, HARNEY AND MALHEUR COUNTIES

The Willamette Valley & Cascade Mountain Wagon Road Company offers for sale at Low Rates and on Easy Terms 850,000 acres of Agricultural, Grazing and Timber Lands at prices ranging from Fifty Cents per Acre and upwards. These are the choice lands of the Company's grant. They have all been selected and classified and embrace some of the finest lands in this great and rapidly settling State. They are located along the line of the Company's Road extending from the fertile Willamette Valley to the rich bottom lands of the Snake River. Title perfect and all sales are followed by warranty deed.

The region embracing these lands is now open for settlement. Trans-continental and branch Railroads are projected into the country wherein these lands are located, thus insuring an enhancement of their values within a few years. The Oregon Pacific Railroad follows the line of this grant. For prices, terms and conditions of sale apply to

**WILLIAMS & WOOD,**

FIRST NATIONAL BANK BUILDING.

PORTLAND, OREGON.

Read the descriptions of the Counties where these lands are situated

Wealth and Resources

—OF—

Oregon and Washington,  
The Pacific Northwest.

---

A Complete Guide

OVER THE

Local Lines of the Union Pacific Railway

EMBRACING

Facts Disclosed by Travel and Personal Investigation.

RELATING TO

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Valuable Information for Settlers, Immigrants and Tourists.

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ISSUED BY THE

Passenger Department of the Union Pacific Ry.

PORTLAND, OREGON:

1889.

# The Willamette Valley

— AND —

## Cascade Mountain Wagon Road Co.



**Have for sale at low rates and on easy terms, 850,000 acres of choice Agricultural, Grazing and Timber Lands, in Linn, Crook, Harney and Malheur Counties, Oregon. These are the lands of the Company's grant from the United States, located along the line of the Company's road, extending from the fertile Willamette Valley to the rich bottom lands of the Snake River. They have been selected and classified, and embrace some of the finest lands in the State now open to settlement. Prices range from fifty cents per acre upwards. Title perfect, and warranty deeds follow all sales. The Oregon Pacific Railroad (now under construction) follows the line of this grant, and the country is in process of rapid development. This open and extensive region offers unequalled opportunities for colony settlements.**

**For Prices, Terms and Conditions of Sale, etc., apply to—**

**WILLIAMS & WOOD,**

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 **Read the descriptions of the Counties where these lands are situated.** 



PACIFIC RAILWAY.  
KLOUSE LANDS.



LOCAL LINES UNION PACIFIC RAILWAY.  
SHOWING LOCATION OF POWDER RIVER VALLEY LANDS.



# INTRODUCTORY.

**O**REGON AND WASHINGTON make no appeal to capital for aid. This they have, for the past twenty years, created for themselves. It is not the object of this book to point capitalists to some rich tracts of land that have escaped their notice; to some valuable forests they have not yet fastened upon; to some water-front they do not hold to the detriment of commerce; or to some vast power they have not locked up by investment, which might, but for their repressive clutch, generate a city.

Oregon and Washington appeal for brawn and brains—muscle and mechanism—not money. They desire no inflation, no boom, but they want settlement and healthy growth. They are indifferent to money, for they have wealth; they are in need of enterprise, and energetic force, for they possess great resources.

They call the artisan and the mechanic to a field of industry so vast that competitive skill and mechanical effort, for years yet, can only extend the sphere for their operations, and still stronger develop the necessity for their employment.

They spread before the farmer, and the producer, an unlimited agricultural country, where the planting, growing and harvesting seasons occur with the precision of the sun's rising, and each season unfolds in perfection; a country where a stint of nature has seldom dwarfed, and no element ever prevailed, in excess, to blast a crop; and where no crop grown was ever injured or destroyed in harvesting by the accidental interference of the elements; where cyclones, hurricanes or blizzards never make their appearance; and where nature's climatic revolutions move with undisturbed exactness and charming equability.

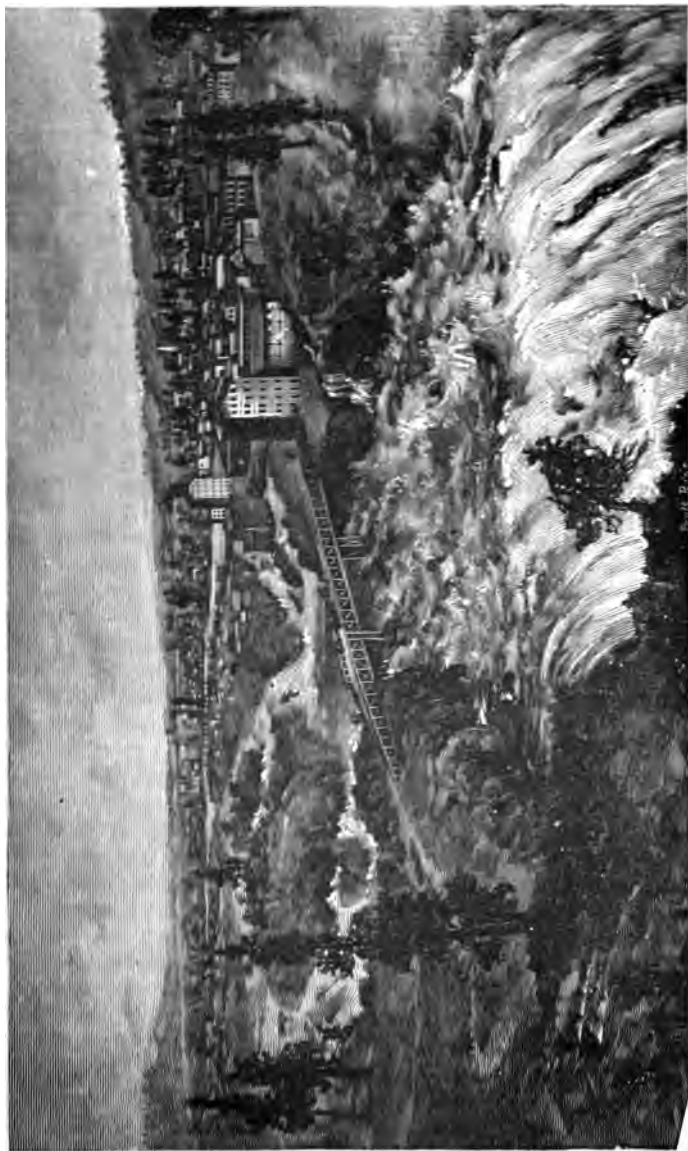
They entreat the laborer to accept a pleasant home where ample reward for industry surely awaits him; where the opportunities for work are so extensive that the wage-earner has never been driven to seek relief or protection in the "STRIKE," nor the capitalist, to preserve or augment his power, ever resorted to the "LOCK-OUT." They offer to the unemployed, and scantily paid working man of the East, who traces his steps along the weary ways of want, a home in a locality where comforts and conveniences combine to lighten labor's task, and placate poverty with plenty; a locality, in short, where the winter's cold never pinches nor the summer's heat ever prostrates; and where even the very poor can suffer no deep distress.

To support these statements with facts the reliable statistical and descriptive information spread upon the following pages of this book have been gathered; and will be freely disseminated, not alone with a view to advance the material interests of these states, but to educate and benefit the industrial classes, and encourage immigration and the settlement of the Pacific Northwest, as Oregon and Washington are now conjunctively known.

REAL ESTATE AND MINES.

L. C. DILLMAN & CO.,

*References by Permission: Exchange National Bank, Bank of Spokane Falls, Traders National Bank,*



SPOKANE FALLS, WASHINGTON.

FINANCIAL AGENTS.

## EASTERN OREGON.

**T**HE RESOURCES and industries of the Pacific Northwest are so varied, and the climate in different parts so strikingly diverse, as to not only suggest but enforce its consideration in sections, into which it seems naturally to be divided. A clearer understanding of the country follows such a course; and to the reader as to the traveler, the reasons will become so obvious for it as he proceeds, as to require no further explanation.

Eastern Oregon comprises about two-thirds of the state, and is that portion lying east of the Cascade mountains, which intersects the state north and south. This causes such marked characteristics in the climate—the greater distinctiveness in Winter and Summer, and such a difference in the amount of rainfall—as to justify the division of the State into the two sections, Eastern and Western Oregon.

The moisture of the eastern is much less than the western section, the precipitation being less than one-half. From June to September there is, we may say, no rain, and from May till October but little. The temperature during this time is often high, but the absence of humidity, such as prevails in the east, renders it never oppressive. The nights are invariably cool. The Winters are quite cold, and at times the depression is extreme. They are, however, confined within the limit of two months, and the very cold snaps to a few days during the whole time. Snow seldom falls before the holidays, and goes quickly. The moderating influence which produces this is known as the "Chinook wind," originating in the warm Japan current of the Pacific ocean, and blowing up the Columbia river basin inland, melting the snow immediately and overcoming the severe cold east wind at once. The shortness of the Winter may be easily calculated when we say that Spring begins in February with mild and copious rains and warm weather. On the elevated plateaus of Eastern Oregon the dryness and salubrity of climate makes it one of the best dwelling places for consumptives in the world.

The country east of the Cascades was practically opened to settlement by rich placer mining discoveries from 1861 to 1864, that being the only inducement then known to immigrants. The exhaustion of these placer diggings gradually developed into stock raising as a means of subsistence to those who found the climate so pleasant as to breed a desire to remain. As the result of this a few years saw immense flocks of sheep, herds of cattle, and bands of horses ranging this great interior tract, which soon became known as the "Stockman's Paradise." Little was then dreamed of its perfect adaptability to wheat raising and agricultural pursuits, for stockraising was attended with such success as to retard its development in that direction. The mountain ranges afforded grazing for the Summer, while the great rolling hills and

# ARLINGTON

THE RECEIVING AND SUPPLY POINT

FOR

An Immense Region on Both Sides of the Columbia River.

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JUNCTION OF THE WILLOW CREEK BRANCH OF THE  
UNION PACIFIC RAILWAY.

**Steam Ferry to Large Tributary Territory in Washington.**

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SHIPPED nearly 10,000 Horses during 1889. Ships annually 10,000  
to 15,000 Fat Beef Cattle and 100,000 head of Mutton Sheep.

Second Largest Primary Wool Market in the United

States. Wool and Mutton pay Growers 35  
to 75 per cent. net annual profit.

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**Rapidly Increasing in all Grain Productions.**

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**The Government and Railroad Lands** extending 50 miles south present  
magnificent opportunities to settlers.

We will impart information to all inquiries from abroad and take an  
interest in aiding settlers and immigrants to locate to best advantage.

ADDRESS—

**BOARD OF TRADE,  
ARLINGTON, OREGON.**

gatory, but 8 years are required to obtain title. Five acres of land must be broken the first year, and this cultivated, and 5 more broken the second year. The third year trees must be planted upon the first 5 acres and the remaining 5 acres cultivated. The fourth year these must be planted in trees, completing the 10 acres. At the expiration of 8 years final proof may be made and patent received by showing 675 living and thrifty trees upon each acre. Fees and commissions, \$13 to \$18, are the only costs.

**TIMBER PURCHASE LAW.**—Any person eligible as above may purchase 160 acres of land, valuable only for its timber, and unfit for cultivation, at \$2.50 per acre. Notice of intention to purchase must be given in newspaper published nearest to the land designated, and 60 days thereafter, if there is no adverse claim the applicant may pay for the land and receive his title.

**DESERT LAND LAW.**—To secure title to 640 acres of land under this act, any one eligible as above may make application for the same. Initial proceedings must be accompanied by payment of 25 cents per acre, and proof that such land will not produce without irrigation. Title may be secured in 3 years by proving that each legal subdivision has been reclaimed by conducting water upon the same, and the payment of \$1 per acre additional.

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To enter into more particular description, we begin our journey from Portland over the O. R. & N. through the Cascade mountains into

## WASCO COUNTY.

**Area, sq. miles, 2,850. Population, 15,120.**

**THIS COUNTY**, "the land of grass" as its Indian name implies, extends from the eastern summit of the Cascade mountains, along the Columbia river some 35 miles, and south to Crook county about 60 miles.

The lands of Wasco county are divided into agricultural, grazing and timber. Along the Columbia river, east of the Cascades, the banks are bluffs of basaltic rock, treeless and desolate. Once having passed the tops of these are beautiful farms attesting the wonderful fertility of the soil, and delighting the eye with an unexpected prospect of rolling prairie. These are a deep soil of dark loam, capable of producing all kinds of small grain, and fruits that can be raised anywhere in the same latitude. The grazing lands are of a more rolling nature but of the same character of soil. These usually comprise also the foothills, or elevated boundaries of the valleys, and when cultivated produce fruit in perfection; their sheltered position and dryness of soil rendering the assistance so essential. These grazing lands are covered with a rich growth of bunch grass on which stock feed and fatten the year round.

The timber lands are situated in proximity to the Cascade mountains on the west and also in the southwestern part of the county, and are covered with a heavy growth of pine, fir and tamarack; some graded as timber lands are not so densely wooded, however, as to prevent a good growth of bunch grass, valuable as ranges for stock and affording some shelter. All the eastern slope of the Cascade mountains contains a great depth and fertility of soil as evidenced even upon the high ranges 3,000 to 4,000 feet above the sea, by the extraordinary size and height of timber. All the land of Eastern Oregon, in fact, all drained by the Columbia river and its branches is made up of decomposed lava and basaltic rock, frequently to a depth of 200 feet. This it is which renders the soil so rich in those essentials to the highest development of cereal and fruit production.

While fully three-quarters of this county is estimated to be good agricultural land, capable of producing wheat and all the small grains in perfection, it may be said to be only entering upon its agricultural career. Only of late years has the idea been dissipated, that a lack of moisture would not permit the raising of wheat. Experiments have demonstrated that on its highest hills the largest yield may be expected; and now the county will average quite 25 bushels by careless farming, and in places with good tillage fully sustains the phenomenal yield of 40 to 50 bushels per acre. No county of Eastern Oregon contains a greater percentage of arable land, and nowhere can the plow be entered without more than confirming the most flattering predictions, by its bountiful yield of wheat, rye, oats and barley. The rich luxuriant native "bunch grass" has, however, kept it devoted to stock raising, in which it has stood foremost. Farming has been closely confined along the banks of the numerous streams. There are owned in this county fully 300,000 sheep, and about 20,000 head each of cattle and horses. The high degree of excellence at which all these are maintained is not surpassed. The native grass is not alone while green valuable for fattening cattle, but maturing early and curing rich upon the ground without cutting is then quite as good for the purpose. The round-up of cattle usually takes place in November when the beeves are drawn out, and while yarded and held for the Winter and Spring markets, they are kept on wild hay without suffering the usual deterioration which a change of fodder occasions. In like manner, after shearing, the sheep are rounded up and sent in herds of 1,500 to 2,000 to the mountain pastures, extending to the very base of Mount Hood. This character of pasture, and the pure mountain water, works a marked improvement in them as a marketable mutton.

The county is watered by the John Day and the Des Chutes rivers, with their numerous smaller feeding streams, give it a never-failing supply of pure, cold mountain water. These rise hundreds of miles distant, traverse the county and afford fine power along their whole course. A recent act of the legislature declaring small streams not navigable, makes the Des Chutes, John Day and Hood rivers of greater service as logging streams. It

the damming of these rivers, and so brings the flume into service as a conveyancer, and aids in the marketing of lumber.

To speak of Wasco county agriculturally and not to mention particularly its fruit productions, would be to do it but faint justice. All varieties are produced in great perfection, and for luscious flavor have a well deserved reputation. Its apples are very fine; and peaches, apricots, plums and prunes are unsurpassed in Eastern Oregon. It is specially adapted to the small fruits, berries and cherries, while for grapes no better locality exists in the state, and it will soon vie with the best California productions. Grape culture here is now attracting and receiving more attention, and vineyards are beginning to make their appearance. Grape-growers will yet find that the most favorable and essential elements for the production of a fine wine are here, and one cannot repress the feeling that many of the hillsides have an adaptability to this industry which will be before long practically demonstrated. Fruit orchards are multiplying too, and greet the eye assuringly. The size of the fruits is particularly striking, and an unprejudiced taste must accord them a richness and flavor superior to many of California. Garden vegetables and melons grow, and mature here of great size, and this without more than slight attention and no water in the Summer; the retentive properties of the soil supplying all that is necessary for growth and superior flavor. Melons are shipped from here in carloads. As in all countries where agricultural industries are young, the one most important, profitable and pleasing to follow is about the last to make its appearance. This is dairying. There is a great opportunity to increase the value of the dairy products here. The experienced farmer of the thickly settled east will at once appreciate the advantages of a long pasturing, a short feeding and a mild Winter season. There is great success to be met in this connection through the cheapness of mill offal, as well as by the adaptability of the soil to the production of timothy and alfalfa. Corn, too, is raised of an excellent quality. Sorghum does very well, and the making of ensilage of either of them has been carried so far beyond the experimental point as to soon make it a common feed. While it must be admitted that the choicest of the public lands have been taken up, still there are vast quantities in this county open to claimants. Great tracts are for sale, too, grading from good grazing to fine agricultural, from \$1.25 to \$6 per acre. Large timber tracts lying in the southern and western part of the county may be acquired under the law of timber purchase, while bare and treeless sections may be successfully appropriated by timber culture. Walnut and other varieties of valuable wood are making their appearance on such locations and do well. Deeded lands are for sale at reasonable prices everywhere; and the opportunities are manifold for settlers.

The climate is practically that described for Eastern Oregon. The precipitation for a term of 12 years has averaged 16.41 inches. During this time the maximum has been 25.68 and minimum 11.82 inches. It has always

been sufficient to insure a crop. East from Portland on the O. R. & N., a journey of 66 miles, brings us to

**HOOD RIVER**, a prosperous and busy town situated upon the Hood where it flows into the Columbia river. It is growing rapidly, and has excellent manufacturing advantages. Here is a magnificent water power adjoining valuable timber. The soil is rich and fertile, and the climate delightful. For fruit raising it is admirably situated under protecting hills, and its productions are very fine. Its beauty of location renders it in connection with these advantages a point of peculiar attractiveness to settlers.

**THE DALLES**.—County seat of Wasco, and commercial center for a district stretching far outside of its own county, is the largest city of Eastern Oregon, having a population of 5000. It is 88 miles east from Portland by rail, and located on the Columbia river at the head of navigation. The steamboats of the O. R. & N. leave from, and arrive at its wharves daily. Here the traveler arriving at nightfall, would hardly be favorably impressed with the country. If he approaches by boat he will doubt the truth of its description. The Columbia has lost much of its beauty since leaving the Cascades, and though grand, it is austere, and has now a forbidding look that is indeed dismal. His first feeling is that he has been quarantined; and travelers who make no examination here leave with such an impression, entirely ignorant of their surroundings. As night comes on the streets of the city are brilliantly lighted with arc lights, and the houses are illuminated with the incandescent system. The city begins to reveal itself pleasantly, and a walk or ride by daylight over the bluffs dispels every feeling of sullenness. Stretching out behind The Dalles as lovely a prospect of country is spread before the view as one could wish to see. Everything is changed, and such a surprise begins to invest affairs with interest. Examination discloses business activity and success. Attractive brick business blocks are going up rapidly, and pleasant tasty dwellings attest prosperity. An incorporated company are beginning the construction of street railways; one line to traverse the whole lower business portion of the city, and another reaching along through residence portion situated higher up the bluff. The city is everywhere nished with the purest of water. A large reservoir situated on the lofty bluffs is supplied from Mill creek 5 miles distant. The legislature has authorized the issue of \$100,000 in bonds to enlarge the works to meet the requirements of the city's growth. An efficient fire department is well organized.

The Dalles boasts an excellent standard of morals, and advantages thorough education. Well supported are the Methodist, Baptist, Presbyter, Congregational, Episcopal, Catholic, Advent and German Lutheran churches. There are three public schools and another to be built in the present. The Sisters of Charity maintain a female seminary, occupying a large building, one of the most attractive in the city. The Wasco Independent Academy likewise occupies fine quarters, a complete two-story brick building which preside efficient teachers. The last legislature recognizing it

**THE WASCO SUN,**

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DALLES PUBLISHING CO.



# THE DALLES,

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HEAD OF DEEP WATER NAVIGATION ON THE  
COLUMBIA RIVER.

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*THE SITE OF THE PROPOSED SHIP RAILWAY.*

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## FIRST CITY IN EASTERN OREGON

IN POPULATION AND COMMERCIAL AND MANUFACTURING ADVANTAGES.

Unlimited Water Power,  
Large Salmon Fisheries,  
Unexcelled Fruits,  
Prolific Soil and Abundance of Fine Timber.

---

*The Dalles ships more Wool direct from the Producer than any  
other Point in the United States.*

---

Behind us is an Empire open for settlement, consisting of government lands obtainable under the various land laws, and cheap deeded lands, wild or improved. Opposite in Washington is a magnificent farming region. We have good markets and cheap river transportation. All city property for residence, business or manufacturing purposes can be had at reasonable prices. There is urgent demand here for numerous industries, ample products for manufacture and extensive sale for the output of mills and factories. The industrious will find labor, the experienced and thrifty wealth, the intelligent pleasant surroundings, and the capitalist employment for money.

Settlers and those desirous of founding homes should not fail to examine the advantages and opportunities of this developing region.

U. S. LAND OFFICE IS LOCATED HERE.

For information call upon or address:

**SECRETARY OF THE BOARD OF TRADE**  
THE DALLES, OREGON.

merit declared it a normal school. The Masons, Knights of Pythias, and Odd Fellows, all have lodges here: the Grand Army a post, and the A. O. U. W. a flourishing chapter. The tourist reader will overlook what he may regard as a useless repetition—the frequent mention of these things. But not so with the settler or immigrant. To him they are important. They assure him that here society is organized, and its amenities respected; that morality is inculcated and the sciences taught; and that he does not come among coarse and inhospitable people, but on the contrary that a brotherhood, either religious or secular, takes him by the hand and welcomes him here; while society throws round his children the good influence of scholastic and ethical culture. As important auxiliaries to this are two daily newspapers, one a morning and one an evening edition, fresh, newsy and spirited, and progressive in tone. Banking facilities are ample for the city's business, and hotel accommodations first rate at reasonable prices. A Board of Trade is organized here, composed of the most energetic citizens, with a purpose to advance the city's prosperity, guard its interests, assist immigration, give public utterance of opinion, and voice the desires and demands of the community. Boards of Trade here are not trading and speculative bodies as organizations of a similar name in the east are, and should not be confounded with them by an eastern reader. The U. S. Land Office for this section is here, and aids materially those in search of locations for settlement. A spacious Court House and a handsome Opera House, both of brick, are noticeable among other attractive buildings.

The commerce of The Dalles, with the country about it in little more than the process of settlement, is significant of what it may become when its millions of surrounding acres become occupied. At present its principal shipments are cattle, sheep, horses, wool and wheat; and while others spring up these are increasing. The shipment of 7,000,000 pounds of wool annually establishes this as the greatest primary receiving point for this commodity in the United States. As we are about to enter so largely into the consideration of sheep and wool growing as an industry in this part of the state, some statements may be made applicable to the whole section. Between 1880 and 1885, by the state census, sheep in Western Oregon diminished 39,934, while in Eastern Oregon during the same time they increased 651,894 head. When in this section the rude beginnings are considered, the profitable results and the adaptability of the country is clearly seen. It is no infrequent thing for 100 per cent increase in valuation to take place in one year, where good attention is given. Further, the wool clip of all Eastern Oregon in 1885 was 7,709,032 pounds, which was but little more than the quantity handled at The Dalles alone in 1888. Of no less importance in this city is the marketing of cattle and horses. Here great herds of cattle are yarded and fed for the supply of the Portland and Puget Sound markets during the Winter and Spring. As a horse market it is more than prominent; horses raised here are world renowned for size, speed and endurance, and attract buyers from all over the United States. Shipments by car loads are made steadily, and regularly ex-

cept during the winter months. Large shipments of mutton sheep, too, are sent to the western markets. As a receiving point for grain it is rapidly doubling, and agriculture now merely in process of development, will yet swell its proportions to enormous figures.

An improved roller flouring mill is able only to meet local demand. Another is now in process of building. The O. R. & N. Co.'s construction and repair shops located here are of great benefit to the city. The employment of some 300 men and the disbursement of about \$20,000 per month, while of great advantage, is insignificant when received in the light of what it may develop into. With this nucleus of skilled labor, and settlement of mechanics the rapid increase of manufacturing industries as the city's growth demands them can be met. Salmon fishery extends even here, and notwithstanding the fish are compelled to escape 200 miles of nets, wheels and traps, enough are still taken to pack 10,000 to 12,000 cases each season, and employ some seventy-five men in one establishment above the city. Fine fair grounds and an excellent track on the outskirts of the city call out a great agricultural display, improving with each annual recurrence. Besides the supply of logs and lumber by the river, wood and lumber are brought to the city through a flume from the saw mills, a distance of eighteen miles from the city. Of paramount importance to the Dalles is the completion of locks now in process of building round the impassable Cascades in the Columbia river, where a portage railroad for six miles necessitates the breaking of bulk in river transportation. These will, when completed, greatly facilitate the growing business of the city, and immensely extend the limit of civic development to which such advantages, and her tributary country may push and elevate her.

**THE SITUATION.** Entirely neglected, is a mighty water power, which could be easily obtained from both the Columbia and Des Chutes rivers, and profitably employed. Without the discovery of coal in close proximity the value of this is incalculable. For the development of electrical plants; the possibility of its use as a motive power for a cable car system; for numerous mills in connection with its great wool, grain and leather industries; and for innumerable other enterprises it forces itself into notice. This serviceable agent awaits here but one thing for its employment—population. Upon this everything here hinges. Abundant power is here; the materials for manufacture are here; land is here cheap, fertile, and with a certainty of production found nowhere more absolute; water is here surpassingly pure, and a climate healthful, agreeable, inviting; food is here plentiful, and even luxuries abound, while wages are high. These are facts, and when they become known the population will come to set these forces in motion. The settler and the immigrant should lose no time, for with population these lands will advance, and the opportunities of to-day will not long exist. They are slipping away now: the indications of it are unmistakable. Money has ruled throughout all this section at 1½ and 2 per cent per month until of late, and even now 8 and 10 per cent per annum is obtainable on real estate security.

*"A drop of ink, falling like dew upon a thought, produces that which makes thousands, perhaps millions, think."*

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# A. ANDERSON & Co., ENGRAVING, LITHOGRAPHING, PRINTING,

COUNTING HOUSE WORK OF EVERY DESCRIPTION TASTEFULLY  
EXECUTED.

Maps, Charts, Land Plats and City Additions Accurately Engraved

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PORTLAND, OREGON.

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*"Trying to do business without advertising is like winking in the dark: you  
may know what you are doing, but nobody else does."*

O. D. TAYLOR,  
MONEY, REAL ESTATE  
—AND—  
INSURANCE BROKER,

FRENCH & CO'S BANK BUILDING, THE DALLES, OREGON.

City and Country Property Bought, Sold and Exchanged.

8 Per cent. Net. A Specialty of Investments for non-residents.  
—8 per cent. guaranteed to lenders. Security,  
first mortgage on city and farm property, worth three to five times the loan.

Now is the time to buy property in The Dalles and vicinity for speculation.  
Prices will double within two years.

WRITE FOR PARTICULARS.

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NEW UMATILLA HOUSE,  
THE DALLES, OREGON.

AT THIS FIRST CLASS HOTEL

Tourists will find every convenience and accommodation and may enjoy from  
its piazza THE FINEST VIEW OF MT. HOOD to be  
had from any point in Oregon.

A SAFE FOR THE STORAGE OF VALUABLES.

TICKET and BAGGAGE OFFICE of the O. R. & N. CO. and OFFICE of the  
W. U. Telegraph Company are in the HOTEL.

HANDLEY & SINNOTT, Proprietors.

money. Nor can anyone who does not know the situation. Explain to the eastern farmer, that here this class go to town once or twice a week and buy lard, bacon, butter, cheese and eggs, paying about double the price they retail at in large consumptive cities of the east, and it will be all clear to him; and he will not fail to see the opportunities he would have here. He would come to town with all these things to sell, and he would be going to the bank to deposit money, and draw interest; and be almost as busy that way as farmers here now are carrying it there to pay usury; and besides he would live more easily and pleasantly. All the details of farm life escape attention here; all the advantages are wasted in the desire to raise wheat and farm extensively. Musing thus we reach

**UMATILLA JUNCTION**, 187 miles from Portland. Here a Washington branch of the O. R. & N. continues along the Columbia river to Wallula, while the main road, to make its Short Line connection with the Union Pacific, follows the Umatilla river in a southeasterly direction into Umatilla county.

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850,000 ACRES

—OF—

**CHOICE OREGON LANDS FOR SALE**

—IN—

*Linn, Crook, Harney and Malheur Counties.*

---

**THE WILLAMETTE VALLEY & CASCADE MOUNTAIN  
WAGON ROAD COMPANY**

Offers for sale at **Low Rates** and on **Easy Terms** 850,000 acres of

**AGRICULTURAL, GRAZING AND TIMBER LANDS.**

===== **TITLE PERFECT.** =====

*ALL SALES ARE FOLLOWED BY WARRANTY DEED.*

See page facing inside front cover for particulars.

## UMATILLA COUNTY.

Area sq. miles 3,500. Population 23,830.

**T**HIS county lies east of Morrow, and borders upon the Columbia river and Washington. Spurs of the Blue mountains skirt its southern and eastern limits in a circular range. Within its boundaries every variety of landscape is to be found. Snug bottom lands in the warm valleys along the numerous creeks, streams and rivers; vast rolling prairies on the great upland plateaus; precipitous hillsides along deep chasms and canyons, extending into great grazing pastures of bunch grass; and heavily timbered woodlands stretching up into mountain sides.

Taking their rise in the snow clad mountain ranges are innumerable small streams, fed by springs as they course along, swelling into good sized creeks and converging into the two principal rivers, Umatilla and Walla Walla. Along the Columbia for a few miles the land retains the desolate appearance we have described. This is by no means valueless as it looks. Here is excellent pasturage, and stock thrives upon the nutritious grass of these free ranges, which are appropriated by the farmers situated over the summits, which rise back of the river banks, where a beautiful farming country begins. The traveler has but a faint conception of the beauty, expanse and sweep of country, that lies over and back of the Columbia, and in fact, of all the river bank summits. The railroads of necessity follow the water courses, and these often flowing in deep gulches and canyons, narrow and circumscribe the prospect. The traveler who would realize what Oregon is, and who would bear away from this country anything, which memory will delight to call up to view, must stop at points more particularly described, and give himself a chance to see them. With all its variety of conformation Umatilla county contains a vast area of arable land. This, even when wild in its aspect, responds surprisingly to cultivation. It affords a striking illustration of how little was known of the agricultural possibilities of this broad section of desert as geographers described it only 4 years ago. No county of Eastern Oregon has done more to dispel such illusions; and meager as is its agricultural development now, not only has a point been reached which admits no gainsay of its astonishing fertility, but its reputation is established—even with coarse and careless farming—for a productiveness unsurpassed, by the most careful and exact cultivation, in the most prolific sections of Europe. On the crowning knolls, of its upland plateaus, the utmost of the soils yield is reaped. What matters it to say that near the mountains the soil is a heavy dark loam, while as we proceed north and approach the Columbia it wears a thinner and lighter appearance? It is none the less fertile for this; but possibly more productive; for 40 and even 50 bushels of wheat per acre has robbed the soil of its colors, and blended them into one tint of a shining golden harvest of excellence. To strangers this never ceases to be a wonder, nor to her farmers a delight. The enormous yield, and the superior quality of berry, and flour, are

T. B. WELLS.

J. M. BENTLEY.

# Bentley & Wells.

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## *Real Estate, Loans, Investments.*

---

WE HAVE FOR SALE

City Business and Residence Lots, Inside and Suburban  
Acre Tracts, and Fruit, Farm, Grazing and Timber  
Lands. We Negotiate Loans on Real Estate  
for Borrowers and Lenders, Assume  
Management, make Leases and

Collect Rents on Property for Residents and Non-Residents.

---

The only map of the Government Survey for the apportionment of

### **The Umatilla Indian Reservation**

Can be seen at our office. Information concerning terms of sale, etc.  
furnished and commissions for the purchase of these lands executed with  
fidelity to instructions.

### **Our Employment Bureau**

Managed in connection with our office affords every facility for thousands  
seeking service as mechanics, laborers and domestics.

---

*We do the only general business in all branches of real estate in this city.*

---

For further information call upon or address

**BENTLEY & WELLS,**  
**PENDLETON, OREGON.**



not all that conspire to make this country the unrivaled producer of wheat. Its product has this peculiarity that, whether sown in the Fall and subjected to the Winter's severity, or neglected then and sown in the Spring, the same berry will yield and with about equal results. It is generally claimed that the Fall sowing is the best, but the Spring crop, though more dependent upon late rains, has often been known to yield 50 bushels per acre. How much it might add to the value of Minnesota and Dakota wheat lands if a farmer there could sow in the Fall, the same berry which he is compelled to wait till Spring to put in the ground, and produce equally well! How would the farmers of Indiana, and of Illinois, delight and boast of their sections, were they able to recover their position by replacing a winter killed crop with a spring sowing of red Mediterranean! How much this certainty coupled to another here—that wheat may be left standing a month after ripe without injury—would be worth in the east! Unequalled quality and quantity of yield, certainty of crop, and an accommodating harvest season, long and undisturbed, are the advantages which the soil and climate of Eastern Oregon accord to its farmers. They who have seen a wheat crop escape the winter-kill, and the summer-rust, only to float down the Wabash and the Illinois after cutting, know to what these amount. How well these advantages are now becoming utilized in this county let an output of between 5,000,000 and 6,000,000 bushels this year indicate. Prior to 1883 no wheat was shipped out of this county. While the average here is not under 35 bushels per acre for wheat sown, the volunteer crop, sometimes running into the second year, might reduce it if counted. A first volunteer crop of 30 bushels per acre, and a second one of 18, that is to say, 3 crops with one plowing have been known here. Not to wheat alone is the cereal production confined; barley, oats and rye are raised with yield proportionately abundant. Some corn is produced with a fair yield. Year by year farming becomes more diversified and general. All the tame grasses are successfully grown and of great value. Experiments with flax, hops and broomcorn are attended by a growth partaking of spontaneity. Flax is, in its yield and fineness of fibre, occasioning much surprise, and will probably be extensively grown.

All the hardier fruits are profusely produced. Apples, pears, plums, prunes, and berries of all kinds have a delicious flavor and are perfect in appearance. Only for home wants have they been at all cultivated, but something of an effort is taking place. Numerous new orchards begin to make their appearance where, a year or two ago, no attempt was made to produce, doubt even existing of ability to raise them. Peaches and grapes also make a flattering showing. Nothing indicates the more wonderful character of the soil than the vegetables grown here. One might imagine that, with no rain for 3 months or more, these are grown best in the valleys along the streams. By no means so. Not only are the splendid crops we have mentioned grown on the lofty uplands, but the finest specimens of potatoes, melons and other garden products mature there without water from the time the seed is put into the



HORSETAIL FALLS.—COLUMBIA RIVER.

ground. How this soil stores and holds its moisture; and how it feeds it out in the dry season, let those explain who can. We can only stand firmly upon the fact that it does.

Like Eastern Oregon in general this county's prosperity began in stock-raising, with the exhaustion of the easier methods of mining; and notwithstanding the settler is rapidly fencing the great magnificent pasture ranges, and the plow is yearly encroaching upon the bunch grass, these industries maintain a strong foothold. The herders are driven back, but the wool production, a very important item heretofore, even increases; and better and more horses are raised, and shipped from here, fully sustaining our remarks predicated the results of a more populous settlement of the lower tier of counties. Along the Columbia river, and in the southwestern portion of the county, the grazing pastures are best maintained. The timber lands are situated adjacent to the mountain districts, and are covered with a supply inexhaustible for many years, comprising pine, fir and tamarack principally.

A considerable quantity of public land is open for entry in this county, though the settler, who avails himself of these privileges, will be compelled to locate from 15 to 40 miles from railroad settlements. The man of eastern experience can make dairying pay handsomely anywhere. Other small farming industries are conspicuous by their absence, and would pay well. Not even sporadic efforts are observable to profit from the produce of the poultry yard, and farmers are generally buying in localities, favorable to production and increase, where they should be selling; prices of these things are high, in the height of season, being double what they are in eastern cities. The northeastern portion of the county was the first settled. It is the most thickly populated, and presents the most beautiful agricultural appearance. This is to speak coldly, for into this section extends the Walla Walla valley, famous alike for beauty and fertility, to both of which this section so largely contributes. Here are located Adams, Athena, Weston and Milton, none of which should, in fact, none of which can escape the notice of the traveler who comes this way by daylight.

Mining enterprise has about died out. A few Chinamen wash the sands of the Columbia and make wages. Undeveloped gold deposits exist in the Blue mountains without doubt. Rich beds of coal are found, but as yet necessity for its use is not urgent enough for further development.

The climate corresponds faultlessly with that best described for the Inland Empire, and is as agreeable and pleasing to the senses as it is healthful and indulgent to the farmer. Speeding through the Umatilla valley a ride of 44 miles brings us to the county seat,

**PENDLETON.** It is 231 miles from Portland, located where the valley widens out on the north side of the river, surrounded by hills, from the summits of which, the eye cannot reach beyond the fertile rolling prairie. Its growth from 700 in 1882 to 4,000 at present, is quite rapid enough to guarantee that it will be shortly doubled. With the advantages and surroundings which

L. L. McARTHUR,  
*President.*  
R. G. THOMPSON,  
*Vice President.*

J. W. RALEY,  
*Cashier.*  
J. H. ROBBINS,  
*Asst. Cashier.*

## Pendleton Savings Bank, Pendleton, Oregon.

# CAPITAL \$100,000.

---

### *ALLOWS INTEREST ON ALL DEPOSITS.*

3 per cent. on daily balance, 4 per cent. on three months, 5 per cent. on six months, 6 per cent. on one year.

### ALSO DOES A GENERAL BANKING BUSINESS.

**Collections a Specialty.**

#### HIGHEST GRADES OF

*FIRST MORTGAGE EIGHT PER CENT. REAL ESTATE LOANS*

Procured for investors. Long and short time gilt edge paper and bonds bought and sold. Acts as administrator, trustee or guardian of persons or property.

**CORRESPONDENCE SOLICITED.**

---

## The Pendleton Abstract Co.

HAS MONEY TO LOAN ON

### FARM SECURITY.

**MAKES LAND FILINGS.**

Said Company has the only Complete Set of Abstract Books of Umatilla County, Oregon. The abstract department is under the supervision of Joe H. Parkes, who was deputy county clerk of Umatilla county for seven years. Said Company also does a General Insurance Business.

Office in rear of Pendleton Savings Bank,

**PENDLETON, OREGON.**

it enjoys from the fact of its situation in a great county, but little of the territory of which is not tributary to it, nothing can be demanded as necessary for its prosperity which the city and its environments do not possess. A perfect system of water works, supplied from a reservoir of the purest spring water, on a high hill overlooking the city, have a capacity of many times its requirements. An efficient fire department, with latest and most approved appliances, renders complete protection against any great conflagration. A new Court House, just completed at a cost of \$100,000, adds greatly to the appearance of the city, as does also a fine brick Opera House with a seating capacity of 650. Two electric light plants—the arc and incandescent—are illuminating the city and lighting the houses. These are driven by water power and the streets are cheaply illuminated all night. In this small city \$550,000 are invested in corporate companies alone, and \$460,000 have been recently expended in new brick structures. Among these is an elegant new hotel, which in connection with two excellent ones now running—one on the European plan—leaves nothing to be desired in this line. The demand for houses is in advance of their building, everything letting readily soon as completed. A street line horse railway, and telephone company are soon to enter upon the building of these systems of improvement. As a primary receiving point for grain, Pendleton's business is enormous. In wool, it ranks third in Eastern Oregon. With both these industries rapidly increasing, in a yet sparsely settled country, who can estimate the limit to which they may not attain? Two flouring mills are in operation with improved roller machinery—one of 500 and the other 100 barrels per day capacity. Flour is shipped to Portland, Montana and Idaho. In 1878 this county about Pendleton could not supply wheat to run a 40-barrel mill in this city for more than 6 months of the year, and 25 cents per bushel was paid for hauling wheat from Walla Walla valley. One may easily see what an inducement was required to force to the notice, of the people of Eastern Oregon, any industry other than stockraising. An iron foundry and machine shop; sash and door factory; and a planing mill, all propelled by water power, are in successful operation. A cigar factory, too, does a good home business.

There are seven established churches—Methodist, Congregational, Presbyterian, Baptist, Catholic, Episcopal and So. Methodist, and in connection therewith the usual charities are maintained. Two Masonic Blue Lodges and one Chapter have a fine temple; there are also two lodges of Odd Fellows, two of Knights of Pythias, one A. O. U. W., and one K. of L., and other societies such as W. C. T. U., a Literary Society, and a Handel-Hayden Club. Among the schools worthy of mention is one first-class graded school, costing \$20,000. It has besides an Independent Academy, and a Catholic organization is erecting valuable buildings for a school and hospital. A Board of Trade, composed of some 50 citizens prominent in professional and business circles, takes an active part in the city's welfare, and directs many public enterprises. There is plenty of business for its two banks and the line of deposits are very

ESTABLISHED 1875



This the leading paper of Eastern Oregon, and the most widely read, will give you a thorough understanding of the Resources, and an insight to the spirit and progressiveness of the People of the whole Inland Empire.

# TRIAL SUBSCRIPTION 50 CENTS.

DAILY { \$7.50 A YEAR. SEMI-WEEKLY { \$2.50 A YEAR. WEEKLY { \$1.75 A YEAR.  
4.00 SIX MONTHS. 1.25 SIX MONTHS. 1.00 SIX MONTHS.

## BRANCH OFFICES:

PORTLAND, OREGON,  
H. H. HALLOCK, Manager.

WESTON AND ATHENA, OREGON,  
EMESLEY RIDENOUR, Manager.

## Address,

EAST OREGONIAN PUBLISHING CO.,  
PENDLETON, OREGON.

PENDLETON is the very center of this great GRAIN, FRUIT, WOOL and STOCK Producing Region. PENDLETON has direct railroad line for Portland and Pacific Coast Cities; direct line for Puget Sound Cities; direct line for Spokane Falls via Walla Walla Valley and the Palouse Country; direct line for Waiilatburg and Dayton, and direct line for all points on Union Pacific—south and east.

large. Both political parties have an organ, one a weekly and one a daily, with a semi-weekly and weekly editions.

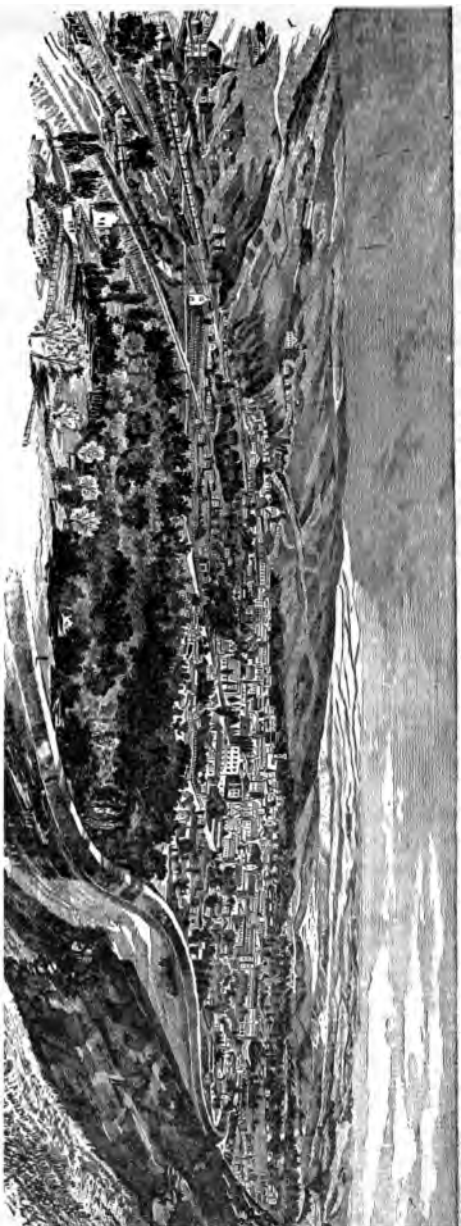
It has every advantage of railroad facility, being not only upon the direct line of a transcontinental route—the Union Pacific but enjoys the benefit of direct connection with Spokane Falls, through the great Walla Walla valley, and the renowned Palouse country. It is also highly favored with a magnificent water power, which might perform service in manufactures to which its present utilization is as nothing. To men with knowledge of the various trades and manufactures, here are great opportunities; and here too are men of means, infused with enthusiasm for new enterprises and development, who are ready to extend welcome and assistance. The readiness of capital, even high priced as it is, to take hold and push for a place, is to a stranger a surprise. Any man with moderate means—enough only to give evidence of good faith who can show himself expert in the industry he proposes, is sure of support and backing.

City lots are very reasonable in price, and farm lands are up for sale \$3 to \$50 per acre. A settler could purchase 160 acres improved land fenced, good water, house, barn, etc., 8 miles out, capable of producing all the grains with yield per acre as shown, for \$2,000. Closely adjoining the city, a similar farm of the very best would cost \$50 per acre, but scarcely more. Inside prices are for wild lands 7 to 10 miles out. There is no excitement here in property: rather the reverse, for just now there is a disposition to await the sale of the

**UMATILLA INDIAN RESERVATION.** This is a tract of superb land of 268,000 acres, lying directly east, adjoining the city limits. The Indians have by a vote consented to receive land in severalty, amounting in all to 120,000 acres; the remainder 148,000 acres are to be sold. A very large portion of this is fine agricultural land, and the remainder valuable for timber and pasture. Any one person can buy only 160 acres of agricultural, and 40 acres of timber land. It must be bought for actual settlement. Farms adjoining this city will probably be higher after this sale, as the disposition to hold off is, if anything, depressing in effect. From this sale Pendleton may reasonably expect that upon this 80,000 acres of farming land, at least 500 families will settle; or 2,000 immediate increase in the county's population. In conclusion let us say, if you who read this are a laboring man in the east, and have a few hundred dollars in the savings bank, look carefully into this matter, and estimate all the chances it gives you. If you are a farmer with money enough to buy a choice piece here in a delightful country be on the ground when the sale takes place. Speculators will not be able to bid this land away from you. Remember now the man who comes here and exercises the same frugality, and bestows half the industry and labor which the average 160 acre farms of Ohio, Indiana, Illinois, Iowa, Michigan, Minnesota or even New York require to yield little more than a living, will in 5 years be well off, and in 10 moderately rich; and further, he will from the day he starts, while poor be surrounded by conveniences and luxuries, which to the farmers, even well to do, in the middle

**EAST OREGONIAN TELLS ALL ABOUT EASTERN OREGON.**

—SEE PAGE



## **The City of Pendleton.**

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Pendleton is the junction of all Railroads of Eastern Oregon. It is 231 miles from Portland, and 246 from Spokane Falls. Assessed valuation in 1888 was \$800,000, for 1889 \$1,434,285.89.

## **The Umatilla Reservation.**

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The opening of the Umatilla Reservation, the finest body of land in the world, lying contiguous to and east of Pendleton, will double the population of the city, already increased to 5000.

*If you are desirous of knowing more about these good things address*

**C. S. JACKSON,**

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**PENDLETON, OREGON.**



states are never at hand. Boarding the train again we continue our travels on the O. R. & N., entering

## UNION COUNTY.

**Area, sq. miles, 3,150. Population, 17,013.**

UNION COUNTY lies southeast of Umatilla. In this region of varied scenery, remarkable beauty, and fertile acres, the sportsman, tourist, and settler alike, will find all they seek. The county comprises a series of valleys, separated by narrow spurs of the Blue mountains, which border and shelter them. They are not the little vales such as we have thus far been accustomed to, and over the hills of which great rolling prairies and plateaus are spread; but they are broad continuous savannahs, sometimes 20 miles or more in width. Here, for the first time on our journey, one may occasionally see enough from the car window to realize the extent of arable and farming land. In extensive travel one will find nowhere a more delightful prospect. California even falls behind it in her lack of rich coloring. The gently rolling foothills, under the sheltering arms of towering peaks crowned with snow throughout the Summer, are so inviting they make one linger, while he sighs for a wind to waft these blessings east. These lofty reservoirs of cooling comforts, stored by nature's bounty, drip their percolating moisture through seeping filters, into the valleys, which abound in clear streams, swelled and increased in their supply as Summer strengthens. All are alive with fish, affording rare sport and delicious food. These water courses are to the eastern traveler, as they are to the resident of Oregon, a continual delight. Here is a populous solitude of gurgling crystal springs, singing streams, babbling brooks, and rippling rivers. One never tires gazing at them, and into them. They thrill every sense; they appease every craving; they touch and revive every feeling; they fill every void; they appeal to every emotion. To wet and cool the parched lips, and slake the burning thirst is to enjoy but one of their refreshments. Bounding along they roll up into the blue; they mantle and deepen into the green; they surge, and lash and foam into the snowy white, and dilate the eye with expanding beauty. They run; they dance; they spring; they leap; they thresh as if to warm; then turn away in shady places, and pool in obscure thickets to rest and cool again. Coquetting they trill, and rumble, and roar, and laugh, and sing, lulling the ear with sweetest melody, and delay our going. Frolicing they nod, and wink, and smile, and beckon us to stay forever. How we can pity the suffocating denizens on the Wabash, the Scioto, the Maumee, the Big Muddy and the Illinois; and for that matter the Ohio and the Mississippi! What delights do they bestow, as, creeping wearily and sluggishly along, with unsteady gait, and with muddy impurity they paint the towns red? There is game here too; of the larger kinds are deer, antelope, mountain sheep and bear; while grouse, prairie chickens, pheasants, ducks and geese are quite plentiful.

# The Board of Trade

—OF—

## LA GRANDE, OR.,

**M**AKES to those seeking a settlement in the matchless Inland Empire the following presentation of the advantages of this city and county, to capitalists, manufacturers, merchants, farmers, and laborers as a location:

**La Grande** has over sixty business houses. The volume of its mercantile trade for 1889 amounted to \$1,077,850. It has a bank with capitalization of \$75,000 and average deposits of fully \$125,000. It is the largest general shipping point on the Union Pacific between Portland and Huntington, the out-freight amounting to 3751 car loads during the past year. It is the headquarters of extensive pine lumber manufactories with a daily output of 320,000 feet. It is the end of a division of the Union Pacific and the home of railroad employes whose wages amount to \$15,000 per month. It is the centre of a great grain producing section and has two large grain elevators, one of 100,000 bushels capacity. It is the supply point of a lumber, stock and agricultural district embracing 5000 square miles. It has now building from this city a branch line of the Union Pacific Railway to develop distant parts of its own county and the fertile valleys of the adjoining county of Wallowa, all tributary with immense resources of grain, stock, lumber and minerals.

**The Advantages** for the cattle and horse raiser; the dairyman, grain and wool producer; the lumberman and manufacturer are manifold and extensive.

**Real Estate**, both city and country, is low; and the surrounding tributary district when but partially settled will make this a city of 10,000 to 15,000 people in a region of unequalled rural beauty and healthfulness.

**Inquiries** regarding particular industries will receive prompt answer and full information, and visitors on tours of inspection every attention from the

**Secretary of the Board of Trade,**  
La Grande, Oregon.

The largest continuous body of agricultural and choice farming land, is Grande Ronde valley, containing over 500,000 acres of well watered level prairie. The Grande Ronde river rises near the extreme western limit of the county, and flows at first east, then north and northeast to the Washington state line, and thence east again into the Snake river. The other valleys are the Pine, Eagle, Powder River, Clover Creek, Starkey Prairie and Indian. All partake of the same character, and are capable of every production of the temperate zone known in diversified farming. The Grande Ronde valley comprises about one-third of the agricultural land of the county. It is not now more than one-half under cultivation. It yields bountifully of wheat, rye, oats, barley, hay, hops, fruit and vegetables. All of these articles are shipped;



MEACHAM PASS, UNION COUNTY.

SHOWING ROUTE OF O. R. & N. CO. OVER SUMMIT OF BLUE MOUNTAINS.

besides flour, bacon, wool, hides, horses, cattle, sheep, and much lumber. Conspiring to make all these productions more valuable, is the contiguity of their situation. The availability of each to the other industries, renders the process of development, of all of them, both rapid and easy. The hills and mountains bordering the valleys are covered with a fine growth of timber, or natural bunch grass pasturage. The herder is nowhere in this county in a solitary situation; but, with a home in the foothills he may be only a moderate distance from some settlement, or even city, and is yet by his herds or bands, which increase and multiply with scarcely the task of a laborious hour. Numer-

HENRY ANSON,  
*President.*

R. J. ROGERS,  
*Vice President.*

R. H. McDONALD,  
*Cashier.*

FRANK S. SLATER,  
*Ass't Cashier.*

# La Grande National Bank

Of La Grande, Oregon.

PAID-UP CAPITAL, - - \$60,000.

SURPLUS, - - - \$12,000.

Transacts a General Banking and Exchange Business. Keeps accounts subject to check. Issues certificates of deposit payable on demand. Makes loans and discounts bills. Sells Sight

## EXCHANGE

And Telegraphic Transfers on New York, Chicago, Omaha, San Francisco and Portland, Oregon, and on the principal cities of Europe.

*Collections Made on Reasonable Terms in all Accessible Points.*

---

## W. J. SNODGRASS, LA GRANDE, OREGON,

DEALER IN

Pine, Fir

AND

Tamarack

Lumber,



Sash, Doors

AND

Blinds.

BUILDING  
MATERIALS

OF ALL KINDS

FACTORY AT ORODELL.

MILLS IN THE BLUE MOUNTAINS.

Bridge, Railroad Timbers and Pies a Specialty.

ous are the locations where these little farms can be established, in parts of the county almost entirely devoted to stockraising, and a very small sum of money will procure, and settle a family upon, one of them. No point in the valleys is far distant from saw mills in the adjacent timber, and within hauling distance is all the stuff for building, fencing, etc., Everywhere we see the power of the small streams utilized, and saw mills clearing out the timber. Much of the timber land, especially where the tamarack prevails, will, when cleared, make good grazing and farming land. All over the county are opportunities for men who come with no money, and no capital, save their hands and industry. In the numerous lumber camps saw-mill hands get \$35 to \$40 a month and board, and tie-makers \$3 to \$4 per day. A thrifty man would not be long in accumulating enough to locate himself on 160 acres, where an agreeable living, and a modest competency surely await him. The soil of the valleys is generally alluvial, and sandy loam from 3 to 20 feet deep, with a gravel subsoil. It is of easy cultivation and great fertility. The Grande Ronde valley will produce to the acre 40 bushels of wheat, and 60 of oats, and 50 of barley easily. The barley goes east by rail, and is bought by eastern brewers. Its hay crop is large, and baled hay is one of the chief articles of export. Flax, hops and hemp are rapidly on the increase and give great promise. Flax produces a bountiful yield, and its fibre is compared with the best of Irish. All about the foothill margin of this valley—and we may say the same of all of them—fruits grow in perfection and abundance. There are apples, pears, plums, prunes, cherries, currants and berries of all kinds; and in many well-sheltered places fine peaches. Some astonishing developments will yet be made in grape culture. No effort has seemingly been made at fruit culture, beyond a few trees seen about houses, and occasionally in gardens for family use. Only people from the east, not accustomed to the few sections there where fruit is grown prolifically, can appreciate how easily, and almost spontaneously, it can be produced here. To see along garden fences small young apple, pear and plum trees, not more than 1½ or 2 inches in diameter, with branches bending down, and splitting under the weight of fruit, leads one to think these people do not know what chances they really have. We hear them say peaches do not do very well, but then we see trees loaded with perfect fruit. The fact is that anything which will not take care of itself, and thrive without attention, from a horse or steer down to peaches, is regarded as not adapted to the locality. They have associated peach growing with Delaware, and Delaware with perfection; but the more experienced know that where fruit is produced in the east it is brought out by effort; and that peaches in Michigan, New York, and for the most part in New Jersey are a precarious crop, and even in Delaware are not a certainty. They are not familiar here in Oregon with failures, and we sometimes wonder whether there would be persistence enough to survive a failure of the wheat crop, should they ever be called upon to suffer one.

Everywhere thus far that greatest source of profit in all branches of farm-

ing—the dairying industry, has by its neglect provoked frequent comment. Its advantages are so many here, and the incitements to its development so obtrusive, that its neglect is but the more surprising. Besides it is the perfection of all farming, and the refinement of country life. As a pursuit, it not only stimulates and builds up the other industries, but nurses them for its own more complete development. It creates a demand and supplies a market for mill offal—so bulky as to admit of no transportation; this stimulates milling, and gives a home market for more grain. With mill offal more plentiful, and at hand, more milk will be produced and more profitably. It improves rather than exhausts the farm, and reduces to a minimum the amount of hard labor. It rests the plowman and cultivates the pasturage. It supplies the highest consumptive markets, and relieves those glutted with raw material. The consideration of this industry will commend itself with force and directness to any eastern farmer, who may meditate a change, and presents more inducement than any advantage this county offers, be the others never so great. For the first time in Eastern Oregon we see some effort made to build up this industry, and here we salute it. Eagle Creek valley, in the extreme southeastern part of the county, is remarkable for several reasons. It is commonly known as the “hole in the ground,” being sunken to the level of the Snake river. It is some 20 miles long 10 wide, and is very productive. Excellent fruits abound here. Snow never falls in this valley, and it is exceedingly prolific of the grasses, particularly the cultivated varieties. It turns out an excellent quality of butter and cheese. There is plenty of room for settlers here, being remote from the railroad. A phenomenon observable is, that over this valley in the cloudiest, and in rainy weather, a bright spot is said to be always at the zenith in the sky.

The elevation of most of these valleys is lofty, and though the altitude increases as we go south, the climate is, if anything, milder. The barrier so completely formed about them by the mountains, tempers and moderates the storms. Zero weather is often experienced in Winter; and in Summer 90 degrees not infrequent; but the period of duration of either is short. The precipitation here is a little more than generally reported for Eastern Oregon—about 24 inches—and 1 to 2 inches falls in July and August.

There is still considerable very fair land yet open for entry in many parts of the county. The arable land of Grande Ronde valley, however, is all absorbed. Being principally state land it has all been sold. Owned in large tracts, many subdivisions are being made, and it can, much of it, be bought low. Prices of improved land will range from \$10 to \$25 per acre. These are in the valley—deeded, and with perfect title. Land in the foothills and small valleys is selling from \$6 to \$15 for improved, and \$3 to \$7 per acre for unimproved and wild. Wild here means unfenced, and uncultivated. It should be borne in mind that this wild land is ready for the plow to-day. There are no stumps to be cleared away; no drain tiling or ditching to be done. The bare cost of these items, necessary on many farms called good in the east, will far

exceed the purchase price of fine lands here. This is of very great importance. Again there are not over 60 days in the year when plowing cannot be easily and pleasantly done. West of La Grande lies a tract of the very finest grazing land in this State. It is in extent 30x50 miles. Fully two-thirds of it is open for government entry. It is well calculated for dairying. One piece of 4,000 acres, lying nearer the city, is up for sale at \$4 per acre. Fully 500,000 acres are yet unsurveyed. This is rich in timber, and pasturage everywhere, and in many places in minerals. The principal city of this county, which we now approach by the O. R. & N., after a ride through most charming scenery, is

**LA GRANDE**, situated in the Grande Ronde valley, 305 miles from Portland. Beauty of location, bustle and activity combine to make it a point of much interest. With a population of 2,000 or more, it may be said to be only 5 years old. Previous to that time a village of 500 people was situated in the foothills, about one mile from the railroad, and was known as La Grande. The La Grande of to-day, rapidly increasing in population and wealth, is the exhibition of what a few public spirited men can do, when determined to utilize their advantages. Here there is no tying up of resources, and no waiting, by land owners, for some one else to improve property by making sacrifices. Following immediately upon the donation of 100 acres of land for a town site, adjoining the railroad, this city sprang into existence, and from almost nothing in 1884 made a record of 2,600 car loads of produce shipped in 1888. As rapidly as possible she is taking on the appearance of a city, substantial brick structures rising everywhere. The finest spring water is supplied to all residences from the mountains, a great reservoir being located in the hills, 310 feet above the city. From this, too, the fire departments of both the city, and one maintained by the railroad company, are supplied. A company is now organizing, and an electric light will soon be illuminating the city. There are 5 flouring mills in the valley, and one of 100-barrels capacity in La Grande. Ten saw mills are located in the timber districts tributary to the city, and in one of these alone the sum of \$18,000 to \$20,000 per month is disbursed. A lumber company from Eau Clair, Wis., are now building, and will run soon, with a capacity to cut 100,000 feet of lumber per day, all of which is intended for manufacture here. In its various departments it will have a pay roll of 250 men. Remember we are in that very Eastern Oregon of which, in 1885, Cram's descriptive atlas says: "*Far the greater part is a desert covered with sage and sand, and having but one tree, a dwarf pine.*" A creamery is at work, turning out a quality of butter equal to the famous Philadelphia product. At the start it is making 125 pounds daily. Its capacity is 640 pounds of butter, and a large quantity of cheese in addition. It is only limited in its output by the amount of milk it can get, and it collects this at the farmers' doors. This will, no doubt, rapidly increase dairy farming, and milk production. It serves to show how pertinent have been our remarks in connection with this neglected indus-

**J. K. ROMIG,**  
Real Estate, Loan and Insurance  
BROKER,  
LA GRANDE, OREGON.

---

TOWN LOT AGENT O. R. & N. CO.,  
OWNER OF ROMIG'S ADDITION,  
*INSIDE PROPERTY AND ACRE TRACTS,*  
Choice Country Property.  
INVESTMENTS MADE FOR NON-RESIDENTS.

---

The Agricultural, Timber, Stock, Manufacturing, Mining and Railway interests of **La Grande** are greater than any city in Eastern Oregon. Sure and rapid increase in values.

The terminus of the Elgin Branch Railway now building from **La Grande** is located on my property and I can offer you the only inside property at **Elgin**.

Over 1,000,000 acres of vacant government lands in country tributary to **La Grande** and **Elgin**.

FOR INFORMATION ADDRESS—

**J. K. ROMIG,**  
LA GRANDE, OREGON.



try, and the chance it offers eastern settlers. There are two building and loan associations; one a home company, the other a local branch of a Minneapolis organization. Here, too, is the division headquarters of the O. R. & N., with roundhouse, and repair shops, and all the business which naturally attaches to such establishments.

A Board of Trade here is composed of the most energetic business men. Every place here of importance has such an organization. Outside of the duties of the city government, there are, in every growing place, many affairs requiring attention which are regarded as "nobody's business." A city without such an organization is sure to lack vitality and enterprise. All its duties are self imposed, and discharged with fidelity, regardless of political affiliations, and partisan jealousy. With a unity of purpose, it directs public improvements, and nurses all infant industries calculated to develop some new resource. To keep educational interest in advance of growing requirements; to harmonize the city's prosperity with railroad facilities, and prevent a conflict of interests where mutual advantages may accrue to both; to aid and assist in the establishment of arts, and manufactures; and locate mills, shops, etc., most advantageously, are but a few of its undefined duties. With depot grain elevators; a well established bank; two newspapers; and numerous mercantile firms with complete stocks of goods, business is profitably conducted.

The public schools are well graded, and largely attended; while the Blue Mountain University affords advanced scholars all the opportunities for an academic course, and a finished education. Seven church organizations are established; and in addition to the well-known secret societies, the three Brotherhoods of Locomotive Engineers, Locomotive Firemen, and Railroad Conductors have each a good roll of membership.

The great water power of the Grande Ronde river suggest numerous openings for the manufacture and consumption of products, and raw material so plentiful here. A half dozen flouring mills could find ready employment for capital, and profitable returns. A foundry and machine shop for mill machinery, and agricultural implements is urgently demanded by the very necessities of the situation. The field is an open one for wool scouring, and woolen mills, tanneries, and leather manufactures—harness, saddles, and boots and shoes. A very fine building stone is quarried close by, and besides its use here, it is shipped in many directions. Horse dealing is active here, as it is in so many places in Eastern Oregon, and a continual drain is kept up by shipments of stock, east, west and south. The reputation of horses from this section is becoming renowned. The natural and prevailing tendency of this country, comparable only with the Blue Grass region of Kentucky, is towards the finest strains of horses and cattle. The production of the very best quality of timothy, and its growth as a paying business, may be seen in the shipment of 150 carloads of baled hay to Portland last year.

Business lots, in the best streets of the city, 30x110 feet, range from \$20 to \$50 a front foot. Residence lots are 50x110 feet, and may be bought for \$100 to \$200 each for choice, and \$50 to \$100 each for fair locations. Daily stages leave La Grande, connecting with many points of interest in the Blue mountains.

**HOT LAKE** is situated on the O. R. & N., 314 miles from Portland. This place is becoming quite a resort for invalids. There are good accommodations for bathers. The surroundings are picturesque, and the air is bracing and pure; the elevation being nearly 3,000 feet. There are, in the southern part of the county, many springs of hot mineral waters often used medicinally. The water from this—the largest of these—rises from the ground in a good stream, at a temperature of 172° to 192° and spreads into a lake covering some three acres. About four miles further on by the O. R. & N. we reach the county seat,

**UNION**, a prosperous city of 600 to 800 people. It is 318 miles from Portland. It has excellent schools and churches, and though it lacks the activity of La Grande in a commercial way, still does a flourishing business, and considerable manufacturing, utilizing its fine water power.

The traveler can by stage from LaGrande best reach

## WALLOWA COUNTY.

Area sq. miles, 2,500. Population, 7,360.

**T**HIS COUNTY occupies the northeast corner of Oregon. Formerly a portion of Union county, which it excels in the wildness of its romantic scenery, its valleys are of much the same character of soil, but on a decidedly smaller scale. There are a number of them, but nowhere, in one district is there a very extensive body of agricultural land. By far the greater portion of Wallowa (pronounced Wa-low,) county is mountains, and covered with valuable timber, principally fir, pine and tamarack. The valleys are rich with an excellent soil, and produce all the cereals, and hay abundantly. Fruits do remarkably well here, and peaches of excellent size and delicious flavor are easily raised. Wild berries of all kinds grow luxuriantly. This valley section is mainly in the central part of the county, and comprises three small districts known as the Upper, Lower and Middle Wallowa valleys. These have an elevation of 3000 to 4000 feet. The rolling hilly country is covered with bunch grass, and affords some of the best pasturage ranges in the state. Some of the hills make good agricultural lands, and grain can be raised with much success. Grain is now being cultivated on ranges heretofore exclusively devoted to grazing, and as high as 40 bushels, of wheat per acre, harvested from such land. Everywhere agriculture is receiving more attention. There is plenty of good government land open for settlement, and that which is improved can be bought for \$7. to \$15. per acre. Small homes can be established upon the river bottoms, while cattle, sheep

and horses can occupy the hills, and pasture lands adjacent, enriching the herder who will be satisfied to remain here a few years. Gradually these can be brought under cultivation, and valuable farms will be the result. A good supply of timber is found near all points along the streams for fencing, building, etc., and water is in abundance everywhere. The northern portion of the county is drained by the Grande Ronde river and Joseph Creek, and has excellent timber for manufacturing purposes. These river bottom lands are a very rich, deep soil, and make numerous fine farming sections. The streams are stocked plentifully with fish, and salmon run up and are common here.

The east side of the county is known as the Imnaha valley, and takes its name from the river Imnaha, which flows through it, emptying into the Snake. Here the lofty mountain sides form a perfect shelter, tempering the climate to a softness that has made it a district famous for adaptability to the production of peaches, apricots and nectarines in perfection and abundance. The hillsides are devoid of timber, and orchards are being put out that will make fruit growing here a lucrative industry.

The climate of Wallowa is, when we consider the latitude and altitude, a little out of the regular line. With the great elevation it is mild. Zero is registered only occasionally and seldom any below it. Snow does not fall for over two months and Winter is short. The Summers are perfection. Extreme heat or sultry weather is never known. The beneficial influence of the peculiar Chinook wind is particularly effective here, and its presence immediately felt. Snow melts rapidly under its influence, and without these warm currents a vastly different climatic condition would prevail.

In the granite mountain ranges of Wallowa are rich mineral deposits, and valuable quarries of marble and building stones. What is known as the marble belt, two and a half miles from Joseph, is, in extent, some 50 miles long and 20 wide. In it are found numerous varieties. There is a pure black, and a black veined with white, again with pink, with gray, with vermillion, etc. There is the pure white, and then the white veined with each of the other colors. The vermillion pure, and then veined in its turn. There are all the colors homogeneous and heterogeneous. There is also a clear bluish white statuary marble. The texture and quality of all is reported to be of the finest. A pepper and salt granite, said to be only excelled by the Scotch, exists here in limitless quantity. Rising from small hills in the valleys, and thus easy of access, is a fine species of soft sandstone; so soft when quarried that it may be worked with plane and chisel, but hardening with age and exposure. The probability of an early railroad connection, with La Grande, renders these mineral resources of increasing importance.

**LAKE WALLOWA** is by many considered the most charming wonder of Oregon. It lies here in the Blue mountains at an elevation of 6,000 feet. If not so awfully grand as Crater Lake, it is more sublimely beautiful. On the summit of this granite mountain, where, with a mighty upheaval, volcanic

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WILL BE BEST APPRECIATED BY EASTERN VISITORS WHO PURCHASE TICKETS TO  
PORTLAND AND ALL PUGET SOUND POINTS, VIA THE FAVORITE



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Rock Island  
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### CHOICE OF ROUTES FROM CHICAGO:

Via *OMAHA*,

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And via *DENVER and OGDEN*.

Forming continuous through lines, each connecting with trains of the Oregon Railway and Navigation Co. to destination. Similar advantages of return in corresponding opposite directions.

SOLID VESTIBULE { *Chicago and Des Moines, Council Bluffs and Omaha.*  
EXPRESS TRAINS { *Chicago and St. Joseph, Atkinson and Kansas City.*  
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VIA ST. JOSEPH OR VIA KANSAS CITY AND TOPEKA

SOLID EXPRESS TRAINS { *Between Chicago and Minneapolis and St. Paul.*  
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**NEW AND SPLENDID EQUIPMENT:** Elegant Day Coaches, Pullman Palace Sleeping Cars, Free Reclining Chair Cars and (East of Missouri river) Dining Cars. Dining Hotels west of St. Joseph and Kansas City furnish excellent Meals at moderate prices and reasonable hours. Our Vestibule Trains are well ventilated, free from dust, warmed by steam from the locomotive in winter, and at all times, safe, comfortable and luxurious.

Going East or returning west via Oregon Railway and Navigation Co. Lines, see that one Coupon of your ticket reads Via C. R. I. & P. Ry. Co. For tickets, maps, folders, copies of "Western Travel," or further information, apply to or address—

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*General Manager.* }

Chicago, Illinois.

**JOHN SEBASTIAN,**  
*Gen'l Tkt. & Pass. Agt.*

power had reared itself a monument, later the glacial period stamped the impress of its stupendous force, with marvelous skill, by scooping out a basin 3,000 feet deep to catch the melting snow of a mountain slope 3,000 to 4,000 feet high. This is sometimes called Silver Lake. The water is cold, pure and clear as crystal. A peculiar kind of salmon trout known as red fish, are caught here, often measuring 3 feet in length. On the surface of the lake, which is 1 mile in width



and 4 in length, plies a small steamer. It has its outlet through the Wallowa river, and furnishes a fine water power. This is a favorite spot for camping parties. Anywhere in these counties of Eastern Oregon, bordered by the Blue mountains, which surround so many delightful valleys, are close at hand all the wild charms of the Adirondacks; with more certain entertainment for the sportsman with rod and gun; no insect pests; and perfection of weather. The lake is situated but one mile from

**JOSEPH**, a delightful spot at the head of the Upper Wallowa valley. It has a population of about 500, with good schools, churches, and hotel. There are a number of mills, and business is flourishing. In the month of June the ride from La Grande is a "feast of roses." At the lower end of the valley is situated

**ENTERPRISE**, the county seat. Here is a young community, prosperous and growing; and reflecting the advance the county is making under the immigration, through which it is developing. Leaving these delightful scenes we return to La Grande, and resume our journey on the O. R. & N.

# The Windsor, THE BEST COMMON CHAIR

MADE IN THE UNITED STATES.

Comfortable, Convenient,=====  
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Light and Durable.

HAS NO EQUAL AS A CHEAP CHAIR FOR USE IN

Halls, Assemblies, Restaurants, Etc.

J. W. CLEAVER, Manufacturer

BAKER CITY, OREGON.

TWO SAMPLE CHAIRS SENT ON RECEIPT OF \$1.00.

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## BAKER COUNTY.

Area sq. miles 2,500. Population 9,720.

**B**AKER COUNTY lies directly south of Union, and maintains a general elevation about the highest in the state. We shall first describe it as an agricultural and stock-raising country, and afterwards, with its principal city as a standpoint, consider it with regard to its great mineral wealth and resources. The largest body of land, adapted to agriculture, is known as Powder River valley. This valley is 16 miles wide, and 20 miles long, occupying an elevation of over 3,000 feet above sea level. It is indeed a beautiful stretch of country, and one feels at once that he is occupying a lofty altitude; for seemingly within walking distance on either side of the valley, and not far above him, are snow-covered mountains shutting in the valley from rude winds, breathing a sense of security and peace, and lending a charm indescribable. From the summit of these mountains, in all directions are to be seen great hills with bunch grass pastures; tracts of heavy timber; sage-covered plains; and many streams along which are fertile valleys, and natural meadows, conveying at once a good idea of the general topography of the country.

Stock-raising has been and is yet the great industry, outside of mining, in Baker county. Everything is conducive to the success of pastoral pursuits. Scattered along the foothill border of the valleys, is the home of the stockman and sheep herder, located on a few acres of farming land which re

power had reared itself a monument, later the glacial period stamped the impression of its stupendous force, with marvelous skill, by scooping out a basin 3,000 feet deep to catch the melting snow of a mountain slope 3,000 to 4,000 feet high. This basin is called Silver Lake. The water is cold, pure and clear as crystal. A peculiar kind of salmon trout, known as red fish, are caught here, often measuring 3 feet in length. On the shores of the lake, which is 4 miles in width



and a launch, plus a small steamer. It has its outlet through the Willamette river, and furnishes a fine water power. This is a favorite spot for country parties. Anywhere in these counties of Eastern Oregon, bordered by the Blue mountains, which surround so many delightful valleys, are close at hand some of the world famous and the Adirondacks, with more certain entertainment and more certain weather and the most perfect and perfection of weather.

London and the Three Walkers valley. It  
was a very good place for a rest and hotel. There  
was a very good hotel in the town of June  
and a very good hotel in the town of the valley

[illegible]

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comfortable not to say luxurious living, while the droves and bands graze on the surrounding hills, and pasture lands. So profitable has this easy life been that, till of late, the rich valley lands along the streams, and the still more fertile foothills have not tempted a test of their productiveness, beyond the barest needs of domestic necessity. To retain possession of these lucrative privileges, the idea has been nursed, and the impression encouraged that, for other purpose than ranges, these lands were valueless. Still agriculture has fought its way, and doubt no longer exists. The grains and grasses are all raised here, and, when we consider that it is with a rainfall in places as light as 15 inches—the minimum with which agricultural pursuits can be successfully followed—we may say truthfully, raised prolifically. The mining industry not alone here, but in the adjoining territory, affording excellent markets for produce, has stimulated farming by rendering it profitable; and to this first is the development, thus far achieved, attributable. The altitude seemingly offers no great barrier to agriculture. Fruits are remarkably well raised. In the foothills of Powder River valley their size, perfection, and flavor is quite surprising. Here, too, wheat, when land is well cultivated, is attended with a yield of 30, 40 and even 50 bushels per acre; barley goes as high as 65 bushels and oats to 80 bushels per acre. The soil is marvelously productive. And this is Powder River valley lately known as a barren sagebrush desert. Numerous other small valleys present equally as good opportunities to the settler, and there is plenty of land to be taken up by government entry, or acquired at low prices. There are excellent vacant locations along the Burnt river, in the southern part of the county, and its numerous tributaries, where are strips of fine bottom land sometimes widening out into little valleys. Homes can be easily established here, where already are many now prosperously engaged in farming and stock-raising. Foothill and valley farms, not remote from settlements, can be bought for \$15 to \$30 per acre improved and fenced; while unimproved and wild vary from \$7 to \$15. In the valley of the Snake river, near the Idaho border, is a locality similar to that noticed in Wallowa, known as the Snake river fruit belt, and where, under the protection of lofty hills, grapes, peaches, apples, plums, prunes, water melons, and vegetables of all kinds are grown in profuse quantity, and the perfection of quality.

The timber lands are very extensive, and the greater portion of them actually untouched. These are covered with pine, fir, tamarack, and juniper, and they are not excelled in this section. Excellent discoveries of coal too, have been made in the county, but not developed to a degree supplying fuel. When necessity for its use is felt, it will be quickly utilized.

The climate is more than salubrious; it is restorative. The rare, pure air exerts a most beneficial influence upon pulmonary sufferers. The short and bracing, though sharp Winter; the early Spring with free rains; and the dry Summer extending well into Autumn, are the peculiar features of its healthfulness.

# TWENTY THOUSAND ACRES

*Of the*

*BEST FARMING LAND IN EASTERN OREGON*

*Are offered for sale by the*

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*Price, \$3 to \$8 Per Acre,*

*Terms, one-sixth cash, balance in five deferred annual payments carrying 7  
per cent. interest.*

*These lands are located in the center of the famous Powder  
River Valley immediately adjoining the Railway  
Line midway between North Powder  
and Baker City.*

*Natural Irrigation everywhere feasible. Fine water in  
abundant supply. Climate delightful and healthy.*

*The demand for supplies in the adjacent mining and lumbering  
districts affords excellent home markets at buying prices for all agri-  
cultural products.*

*SPLENDID OPPORTUNITIES:~::~::~::~:*

*—FOR—*

*:~::~::~::~: COMMUNITY SETTLEMENTS.*

*For further particulars apply to*

*E. H. Morrison,*

*FARMINGTON, WASHINGTON,*

*Gen'l Land Agent for Union Pacific Railway Co. for Oregon and Washington.*

**IRRIGATION.** Of rainfall here we have no official record; from La Grande, where there is 24 inches, the quantity gradually diminishes going south, till in the southern part of this county it is as light as 15 inches. Any shortage or deficiency, from that amount, has its effect, in some measure, upon crops. We make this statement here as readily as we would the one most favorable to the county. We have neither intention or desire to make any misrepresentation, but mean to in all particulars to get at the truth. This applies to the southern limits of the county; much of it—most of it—has considerable more rain, and agriculture is a success, and is yearly growing more so, and improving. In the southern part of the county is much valuable land, made doubly so by what we are now about to state. It is a demonstrated fact, that bringing dry lands under cultivation here has a marked tendency to increase the rainfall, and make artificial irrigation less and less necessary each successive year. The ability too, where irrigating is done, during dry seasons, to turn upon lands a never failing supply of water, at precisely the time it is needed, independent of the caprices of nature, makes the agriculturist as near master of the situation as it is possible for him to become. All the water courses of Baker county, rising in the mountains and from numerous springs, flow across the arable land, from west to east, and in the southern part somewhat to the north. A glance at a map will show this. Irrigation is everywhere feasible; and were Baker county to avail itself of the irrigation which can be so cheaply and easily done, where there is demand for it, it would multiply the productiveness of its agricultural area, and assume much more importance in farming industries. The opportunity exists for it here as seldom seen.

The O. R. & N. traverses the whole length of Powder River valley, at the head of which is

**BAKER CITY**, the county seat, 357 miles from Portland. It has a population of 4,000, and is situated at an elevation of 3,300 feet. Not only is it the principal shipping and business point of Baker county, but the center of the mining industry, for the mineral sections of Grant, Malheur, Union and Wallowa counties, which lie about it for a radius of 50 miles. If we regard it as the center of a fertile agricultural and vast timber section, we must call it fairly prosperous; if we consider it as a trading and shipping market for wool and stock—cattle, horses and sheep—we must admit it to be flourishing; but when in connection with these we add the advantages it enjoys, as a supply point, for a vast and wealthy gold mining region, all easily accessible, and contemplate all its industries collectively, we can but conclude, that its mercantile and business importance is but little understood, and but poorly appreciated; and hardly in the imagination can exist what it may attain to in the near future. Whatever that future may do for it, with its diverse interests joined and mingled, as they are nowhere else in Eastern Oregon, we are inclined to regard it to-day as unique. In the domain of its agricultural existence, there is nowhere observable among its people, the pastoral simpleton

J. F. FERGUSON,  
INSURANCE AGENT.

R. C. WARINNER,  
NOTARY PUBLIC.

**FERGUSON & WARINNER,**  
THE LEADING  
*Real Estate, Insurance AND Mining*  
BROKERS,  
BAKER CITY, OREGON.

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WE SELL REAL ESTATE and MINING STOCK of all kinds on commission. We have TIMBER LANDS, CITY AND COUNTRY PROPERTY, improved and unimproved, for sale or rent. We are now offering SPLENDID BARGAINS in CITY, BUSINESS and RESIDENCE Property, ACRE TRACTS, FARMING and TIMBER LANDS and MINING PROPERTIES. While values are low INVESTORS should take advantage of the opportunities to secure some fine BARGAINS in or near this PROSPEROUS CITY. A few hundred dollars invested now will make thousands in the near future.

WE MAKE INVESTMENTS for NON-RESIDENTS, NEGOTIATE LOANS, MAKE COLLECTIONS, and INVESTIGATE TITLES; and we will superintend the construction of BUILDINGS according to specifications and contracts. Any number of these can be rented here to make handsome returns.

WE HAVE ADDED to our business an EMPLOYMENT BUREAU, through which IMMIGRANTS and STRANGERS may acquire all information, and those seeking places may find ready EMPLOYMENT. BAKER COUNTY'S GLORY is her rich and productive AGRICULTURAL LANDS, extensive STOCK RANGES, forests of TIMBER, and great MINERAL WEALTH. Within her borders for the employment of both unlimited labor and capital abound **GOLD, SILVER, COPPER, LEAD, IRON AND COAL** And she offers inducements to CAPITALISTS, MERCHANTS, FARMERS, MINERS AND PLEASURE SEEKERS.

WE SOLICIT CORRESPONDENCE, eliciting information and will cheerfully answer all inquiries. TWENTY YEARS residence in this section should qualify us to state correctly and truthfully the many RESOURCES and ADVANTAGES now awaiting the current of immigration with CAPITAL and ENTERPRISE to develop us into a section of country unsurpassed in prosperity.—ADDRESS:

**FERGUSON & WARINNER,**

Office on Resort Street.

BAKER CITY, OREGON.

# BAKER CITY, THE DENVER OF OREGON,

—IS THE—

**Most Important Point** on the Union Pacific Railway between Salt Lake City and Portland, Oregon.

**Baker City** is so situated that the Mining, Stockraising, Lumbering and Agricultural Wealth of Five Thousand Square Miles of Territory is poured into her marts of trade.

**Baker City** has the Finest Public School in Eastern Oregon.

**Baker City** has the Finest Hotel in Eastern Oregon.

**Baker City** Imports More Goods than any city in Eastern Oregon.

**Baker City** has the Finest Business Buildings in Eastern Oregon.

**Baker City** has the Finest Private Residences in Eastern Oregon.

**Baker City** has the Finest Church Edifices in Eastern Oregon.

**Baker City** has the Best Water Works System and Water Supply in Eastern Oregon.

**Baker City** has the Best Fire Department in Eastern Oregon.

**Baker City** has the Only Street Railway System in Eastern Oregon.

**Baker City** has the Only Telephone System in Eastern Oregon.

**Baker County** yields More Gold than any county in the State.

**Baker County's** Natural Resources exceed any in the State.

**Baker City's** Proposed Branch Railroad to tap the wonderful mineral and timber belt lying south-west of the city is assured.

**Baker City's** Proposed Railroad via Eagle and Pine Valleys to the Pine Creek and the Cornucopia mining districts will be begun within the year, thus making Baker City a railroad centre for the largest mining and lumbering sections in the Northwest.

**Five Hundred** Mines lie within a radius of 50 miles of Baker City, all rich in mineral and only awaiting the advent of Capital for development.

**Twenty-Five** paying quartz mines are now being worked in Baker County, disbursing a pay roll exceeding \$10,000 monthly, with Baker City as their source of supply.

For further particulars those seeking settlement or information upon special industries can address  
J. H. PARKER, PRES'T, —OR— SAM. WHITE, SEC'Y,

**Board of Trade, Baker City, Oregon.**

or bucolic churl; in its close connection with the cattle ranch, the bloviating bluster of the over-estimated, high-heeled, spur-booted cowboy, never arises to confront and afflict the sense; and in its position, the very center of a mining camp, the belted swagger indulges in no pyrotechnic frontier pleasantries, (?) nor does the prospect miner exist precariously here—promise-crammed and sanguine—with nothing for to-day and a million for to-morrow. There is in Baker City a refreshing air of real business bearing attaching to everything; and the vernacular of such localities as Poker Flat, Yuba-Dam and Dead Man's Gulch has not banished good English. It is a city for both business and residence, which its surroundings invite. It is rapidly assuming the appearance of brick and stone, and the rude and hasty structures of the mining camp will soon live only in the memory. It has a complete fire department; water works; telegraph and telephone system; and all its streets are lighted by gas.

It has numerous church organizations and five edifices. Educational interests occupy an advanced position. There are two public schools in the city, one a high grade just completed at a cost of \$30,000. There are also two Catholic school buildings under the management of the Sisters of Charity, besides a commercial college with a good attendance. The Masons, Odd Fellows, Knights of Pythias, and Ancient Order of United Workmen all have their lodges here, besides some of the minor orders. There are three newspapers—two dailies—which reflect enterprise and spirit; a long established and very wealthy banking house, and an active Board of Immigration. The membership of the latter includes the most energetic element of its mercantile, mining and professional class, who evince much interest in the city's and county's advancement. Among buildings, in addition to a handsome School-house, is a new brick Court House, an Opera House of large seating capacity, and a spacious brick and stone Hotel, now in process of erection, to cost \$50,000. This, with others here, affording entertainment on both American and European plans, will accommodate strangers and travelers. The incorporation of a new street car company will soon afford passenger transportation to the extending limits of the city, and its railroad station.

While there are some active manufactories, such industries are, when viewed in connection with the city's demand, quite meager. There are two planing mills, a sash, door and blind, and a chair factory, actively at work, but manufacturing a very small portion of the solid lumber supply which is largely shipped. Two breweries are making a fine beer from the best of furnishings. A wagon and carriage shop, and three harness and saddle factories turn out good work. These might many times swell their output, utilizing, in connection with a boot and shoe factory, the 3,000 hides and 10,000 sheep pelts shipped annually in a raw state. Two brick kilns; a cigar factory; soap factory; and pump factory aid materially with their work and wages. A creamery is organized here as a stock company.

Seldom is labor as well paid as here, and in few places in as good de-

mand. Ordinary labor commands \$1.75 and upward per day. Stonemasons, plasterers and bricklayers get \$5 to \$6 per day. On the school building, just completed, as high as \$8 per day was paid this class of workmen. Miners are in demand at \$3.50 to \$4, and more expert operatives get \$5.

**ARTESIAN WELLS.** The artesian well is important as it may solve some problems for the more perfect agricultural development of this country, to render the desert into a garden. More particular description of the water works will be found of interest to many. A regular well, of 12 feet in diameter, was sunk to the depth of 50 feet; and a vein of fine water was touched by a further boring, in this, of 75 feet. As auxiliary to this, another artesian well was sunk adjoining to a depth of 150 feet yielding twelve gallons per minute. These, after the water is conducted through mains, by the Holly system, supplying a quantity fully adequate to the city's wants, maintain a flow in the well to within 3 feet of the surface. How far this may reach in demonstrating the feasibility of irrigating sage-brush plains, where, at some points water is scarce, can be easily estimated. If from these little borings such a quantity of water can be obtained, wells of 1,500, 1,800 or 2,000 feet depth, such as the eastern prairie countries have, may entirely clear up all speculation, and turn surmises of fertility into waving fields of luxuriously growing grain and grasses. In addition to these works, water from the Powder river is conducted about the city in surface water-way sluices, for garden irrigation and sewerage, much in the manner observable in Salt Lake City.

**THE MINES.**—To discuss the mining industry of Eastern Oregon, as it centers about Baker City, is to enter upon the examination of, what may very properly be called the undeveloped resources; for outside of what has been taken from its placer mines little has been done. Though this mounts high up into the millions, it is comparatively small to what is locked up in the countless ledges of quartz. We may merely regard these as discovered, not developed. Pan washings in small gulches, and primitive arastras, at cropping out places on well defined leads, merely discover—they do not develop. Until along the whole Blue mountain range and its spurs is seen the hydraulic giant working in all the foothills, and the great stamp mill crushing at every free gold quartz ledge, and the smelter reducing the rebellious ores of the deep mines, there will be no impropriety in considering the mining industries as undeveloped resources. For the first time, in Eastern Oregon, we are confronted by want of capital for development. Heretofore population has been the factor to solve every proposition, and unfold every resource. Here the nimble dollar is needed to invest promise with a metallic ring. The adventurous prospector may move on; his work is done. The opening here now is for the capitalist. We shall merely speak of things, in this connection, as they exist; and explain them, as they may be inferred, from what can be seen. Let us by a supposititious case present this industry more clearly. One may see a 40-acre field of wheat reaped and threshed, and 1,600 bushels of wheat by measurement sacked. He knows the yield is 40

E. HARDY, *President*,  
Merchant, Baker City.  
E. H. Mix, *Secretary*,  
County Clerk, Baker County.

J. D. KENNEDY, *Vice President*,  
Portland, Oregon.  
W. T. WRIGHT, *Treasurer*,  
Banker, Union, Oregon.

# The Baker City Real Estate Co.

HAS PLACED UPON THE MARKET

## 1000 TOWN LOTS

IN AND ADJOINING BAKER CITY

At prices from \$100 to \$350 each.

We predict that with the rapid growth of the Inland Empire Baker City is to become the Denver of Oregon and that these lots will double in value in a short time.

WE HAVE ALSO FOR SALE

**Valuable Placer and Quartz Mines**

AND

**Timber, Farming and Grazing Lands**

Which we are offering at figures that will justify the investment of small or large capital.

The Artesian Wells sunk to a depth of 115 to 150 feet at a cost of \$1 per foot are everywhere here followed by a flow of the very finest water. Some of the latest sunk are spouting several feet above the surface, and being capped to prevent waste afford a never failing supply of water, rendering every acre of Powder River Valley about Baker City worth \$100 for agricultural purposes alone.

ADDRESS EITHER

E. HARDY, —OR— E. H. MIX,  
THE BAKER CITY REAL ESTATE CO.,  
Baker City, Oregon.



bushels per acre. Each succeeding year he may incidentally observe, that under precisely similar conditions, the farmer tills, sows and reaps the same 40-acre field, and he *infers* that the farmer harvests 40 bushels per acre every year. Knowing what it *has* yielded, and *can* yield, his inference now is quite as reliable, as information, as was the fact from close measurement. Precisely the same is it in mining. One may see the small miner measure out his square foot of earth; pan wash it; gather, weigh it and know the actual yield. He may confirm this knowledge by repeated tests. This is to *know*. We see these diggings sold now to a large company. They reach out over the surrounding mountains for miles, to obtain water, and conduct it at great expense for their use. Thousands of dollars are spent for tubing, through which water is led out with tremendous force through the nozzle of a hydraulic giant, and a cubic yard of earth is washed into muddy water in a twinkle, and led off through miles of sluice boxes and flumes. The "clean-up" is made once a year now, and we have lost all opportunity to know anything about the output of metal. We may only infer. When, the second year we see a great outlay made to obtain more water; double the number of men employed; two giants working instead of one; the excavation enlarging, and the foothill disappearing, we infer that the old yield is maintained. The inference is quite as reliable as, in the first instance, was the positive knowledge. Should we see, however, that after the first clean-up, there was retrenchment; and after the second the hole was abandoned, and the water diverted elsewhere, or to some other industry, we would infer differently and the inference "worked out"—would be in accordance with the facts. So, too, in quartz mining. In the transition from the small arastra to the quartz stamp mill, we are shut off from positive knowledge, and driven into the broad field of inference for information. Most of the mining is now done by close corporations, with capital, and but little can be told from positive knowledge, for little can be learned. Prospectors discourse freely, but mining capitalists, when successful, do not talk much.

If the reader will now follow the circuit of mining properties in the various points of the compass about Baker City, he may find situations from which correct inferences can be drawn, that may be of value to him.

Beginning north of Baker City, about 10 miles, we find that recent discoveries have been made at Haines, on the line of the O. R. & N. Several large corporations are located here, and working steadily. West of Haines, about 4 miles, on what is known as Antelope Butte, is the great Wright quartz mine, just opened, and having been investigated by eastern parties, they are erecting reduction works. Proceeding east of Haines about 25 miles is the old Hog'Em camp, where now the Sanger quartz mine is successfully worked, producing an output of \$75,000 per month. This mine is operated by San Francisco, and Milwaukee, Wisconsin parties. Farther still, some 35 to 40 miles northeast of Baker City, and extending into Union and Wallowa counties, is the great Pine creek district comprising many and ex-

ceedingly rich quartz mines. Here comparatively but little has been done. The Red Jacket being worked by the Oregon Gold Mining Company, is probably best developed. At Sparta, in Union county, about half way between Cornucopia and Baker city, is the Little Pittsburgh, a rich mine among others about there, of which may be mentioned the Del Monte group, the Gray Eagle and the Marete. From placers here \$2,000,000 gold are said to have been taken. Following south again, to a point about 8 miles east of Baker City is the Virtue mine and mill. This mine has 3,000 feet of ore paying handsomely. It is fully equipped with mill, hoist works, etc., working steadily. Still further to the south, in the eastern part of Baker county, lie the Conner creek quartz mines, on the south slope of the mountains, which separate Burnt river from Powder river. These are owned by S. G. Reed, of Portland, and San Francisco parties, who are operating a 30-stamp mill, capable of crushing 50 tons of ore per day. Throughout this section are numerous other good properties awaiting development. All the ridges, and hills for 40 miles, in this Burnt river district are seamed with rich gold lodes. On to the south and west, reaching into Malheur county, are the placer mining camps known as Rye Valley, Mormon Basin, Amelia, Eldorado, and Clarksville district, also rich in quartz ledges. Ranging now to the north, and some 30 miles west from Baker City, we enter the Cracker Creek, Sumpter, Granite, Cable Cove, and Greenhorn sections. At Cracker Creek, upon the Eureka and Excelsior mines, the Consolidated Gold and Silver Mining Company—a St. Louis corporation—are erecting a 20-stamp mill. These mines are reported as having been sold for an amount reaching into the millions. In the Granite district, Grant county, is the Monumental Mining Company—a London, England, syndicate—operating a 20-stamp mill. This mine produces considerable silver. Near by, in the same county, are the Bellevue, and other mines of great richness, with ore averaging \$80 per ton. Near to Baker City, on the west side of Powder river valley, skirting the foothills and mountains for miles up to Rock creek, is one series of placer and quartz mines. Here is the celebrated Elkhorn mine, owned by Bailey Bros., and bonded to Portland parties. The primitive arastra is to be seen frequently at work along here, with good paying results, merely suggesting what the stamp mill might do. About 8 miles west of this city is the great Nelson placer mine, in the Pocahontas district. This mine has proved a veritable bonanza in placer mining, and there is nothing to discourage the belief that there are, in the neighborhood, many such. It is simply the one which has been worked extensively; and the inference is from the vigor with which the hillside is being carried away; and the many thousands of dollars expended annually in hydraulic enginery, flumes, and sluice boxes; and the number of men to whom employment is given, that years of work have only developed greater riches. Increased annual expenditures show it. To the inexperienced person with no idea of such workings, it is a revelation of hydraulic mining; and will well reward the traveler who stops over

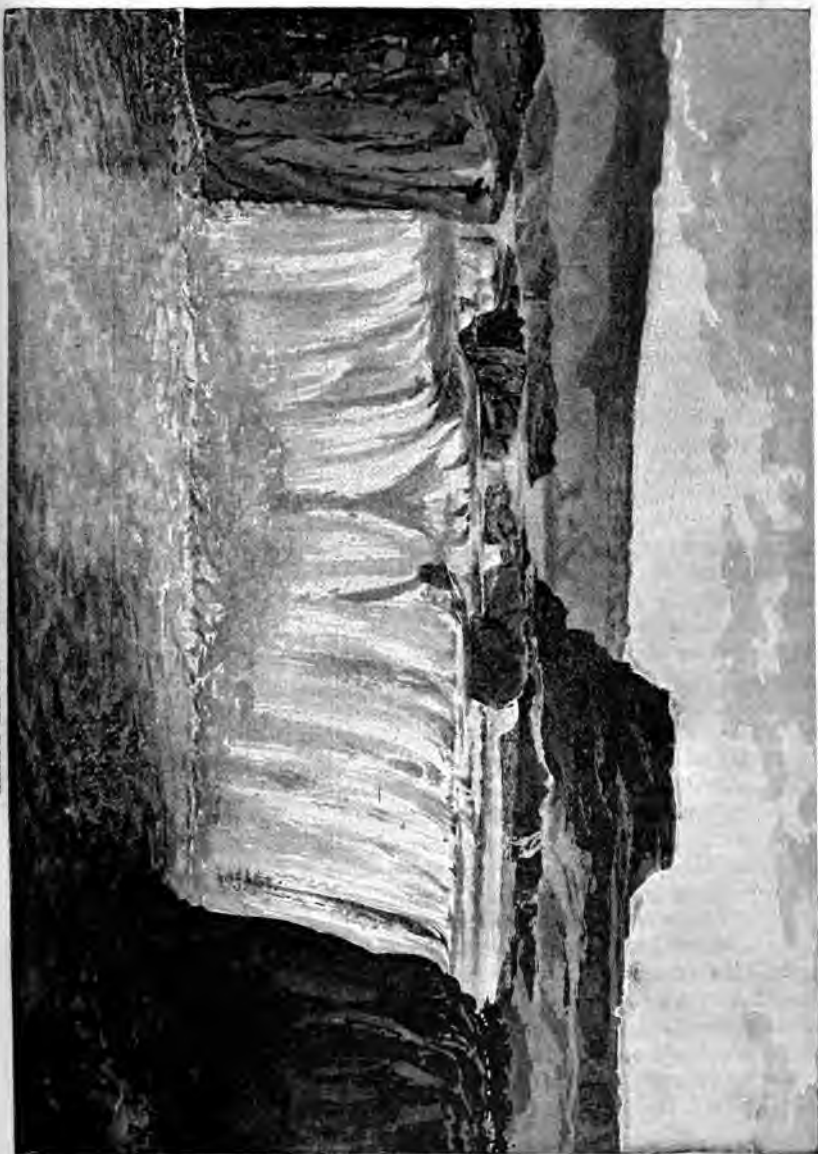
to examine it. To drive 8 miles through a valley of waving grain and grass, dotted with farm houses surrounded by fruit orchards of every description and variety, and hedged by bushes loaded to excess with berries of every kind, with, here and there, an uncultivated patch of sagebrush desert, to relieve the eye and prevent a surfeit of beauty; and amidst it all, to be at the very foot of mountains covered with snow, that look to be almost within the reach; to visit a great mine, under these conditions, will reward days of travel to accomplish. This Nelson placer mine is from its surface to bed rock 117 feet. It is washed to 80 or 90 feet now at its greatest depth.

Over \$20,000,000, gold, has been taken from the placer mines of Baker county. No minute description can be entered into; only enough be said to give evidence of the location here of mines richer in gold probably than in any other section of the United States. Two suggestions enable us to arrive at a correct conclusion, concerning these mines, by inference. First; no well defined quartz mines once opened are found abandoned: second; any gold mine producing an ore which will bear transportation, costing \$50 per ton, to reduction works, must be rich. Half a million tons are annually shipped to Denver, Colorado, from this county, at such a cost, and yield enormous profits outside this expense. Of course this is selected ore; but ore yielding \$10 to \$15 is considered good, and very profitable if worked at or near the mines. This brings us to the realization of the great need of smelting and reduction works, for which there is a crying need here, and for the want of which this industry languishes. A company, embarking in such an enterprise, will have a property better than any mine yet opened in this or adjoining counties.

A railroad is projected from Baker City west, into the Cracker creek mining district, known as the Sumpter valley. Not alone as a mining enterprise is this; but it pierces an untouched tract of standing timber which will yield millions annually. Its objective point is Canyon city, Grant county, where it would open a rich section, abounding in minerals, timber, and stock, as tributary to this city.

Stages leave this city for all the mining camps, some daily, and some every second day.

Continuing on the O. R. & N. from Baker City east, we arrive at **HUNTINGTON**, the terminus of the Oregon division of the O. R. & N., and point of junction with the Oregon Short Line and Union Pacific, of which it forms part, to make the great transcontinental line from the East to the Pacific Northwest. It is located at the confluence of the Snake and Burnt rivers, 404 miles east from Portland. It is, as the shipping point for the ranchers, and stockmen of Malheur county, and the southern part of Baker, of considerable importance. There are shipped from here great numbers of horses, and some of the fattest cattle from Eastern Oregon, to whom were never fed a pound of hay. There is but small amount of agricultural land lying adjacent; but in this is comprised that, already alluded to, known as



GREAT SHOSHONE FALLS. SNARK RIVER.

the Snake river fruit section. Wonderful results are obtained here where this is cultivated. Fruits, of all kinds, are produced in perfection; and no part of the state surpasses it in the quality and abundant yield of its vegetables. Irrigation is rendered necessary by the dryness, and water, from the springs, and mountain streams above, flows over these bottoms, and can be directed anywhere desired.

Tri-weekly—Monday, Wednesday and Friday—from Baker City a regular stage line connects with numerous points in

## MALHEUR COUNTY.

**Area Sq. miles 9,500. Population 4,000.**

**D**IRECTLY SOUTH, and until 1877 a part of Baker county, lies Malheur, occupying the southeastern corner of Oregon. The surface is quite elevated, lessening somewhat as approach is made to the Snake river. The soil is dry, necessitating irrigation for agricultural success in many localities. It is surprising, however, how little moisture will support a fine growth of this bunch grass. Here, in this dry section of Malheur, and the southern part of Baker counties, is generally conceded to be as fine a stock range as exists in the United States. The cattle, turned off here, are the very choicest beeves raised in the state. One feels inclined to receive such reports with distrust; but they are true. To see the range, in dry Summer weather, is not calculated to remove doubt; only to see the cattle will convince, and that fixes belief unalterably. We may almost say, too, that these cattle receive no care whatever. In support of our statement regarding the stock of this section, here at Ontario, in this county, is established the largest horse ranch in the United States. Great success has attended this company, and they have 10,000 horses of improved descent. The wool industry is here of comparatively minor importance, and not so extensively followed as horse and cattle raising.

Two fine large rivers, the Malheur and Owyhee, traverse the county, and, with their feeders, supply an abundance of water everywhere. A great quantity of land is open for settlement. Along these rivers the land is very fertile, and grassy valleys of considerable width may be found. Development will come here in a short time. The streams rise in the mountains, and water is everywhere to be had, at a good elevation, for cheap and easy irrigation. It is estimated that this can be done here for 50 cents per acre. The markets of the mountain towns, and mining camps here, and in Idaho adjoining, render agriculture lucrative. Wheat, oats, barley, timothy and alfalfa are the principal farm crops, and all yield abundantly under cultivation. Fruits and vegetables can be raised in perfection.

Winter is very short; Summer very pleasant, and notwithstanding the mercury sometimes rises to 112° in the shade, the heat is less oppressive than 90° in the east. In truth, it is never oppressive. This county lacks settle-

ment more than it does advantages; and the latter are great enough to make it attractive.

**VALE.**—A town of some 300 inhabitants is the county seat. It lies 18 miles west of Ontario on the Oregon Short Line, and is reached from there by stages.

## EASTERN OREGON--CONCLUSION.

**W**E entered Eastern Oregon on its western boundary and described it as being first open to settlement by the discovery of its rich placer mines. Explaining how the exhaustion of these forced the settlers into stockraising, as an alternative, and brought them great prosperity, by the adaptability of the climate, and natural pastures to that industry, we have shown how gradually agriculture has struggled into position; and established this section as the foremost, in fertility, in the United States. With every mile we have traveled new delights have greeted us, as agricultural development unfolded the country's resources, and added to its general prosperity, wealth and illimitable possibilities; until now by the contiguity and dovetailing of all its varied industries, the value of each to the others has confirmed the conclusion, of a vast domain, the peer of which, for productiveness, inexhaustible resources, and ability to maintain a multiplying population, in agreeable and pleasant existence, we look for in vain, in the prosperous east. The eye witness would seek for no further testimony, in support of this sweeping assertion, than the evidence around him—the fattening pastures; the growing grain; the ripening fruits; the great forests; the rich mines; and the numerous streams furnishing power everywhere, and teeming with fish world-renowned as luxuries. The reader may; for we can well understand with what wonderment credulity itself must accept these facts. The statement we have made is fully borne out by two great influences—one of the air, and the other of the earth—

**CLIMATE AND SOIL.**—As the delightful equability of the climate, and its salubrity is due to the prevalence of the "Chinook wind"—the *Kuro Siwa* of the Pacific ocean—so is the wonderful fertility of the soil, and its productions, due to the prevalence of lava ash, and decomposed basaltic rock, existing nowhere on earth in the profusion in which it is found here, investing despised land, long regarded as unfit for cultivation, with a prolific yield, which now attends every attempt and experiment, of the investigator, with success. This is not mere conjecture. Touching this matter we quote from an article by Mr. Herbert Lang. He says: "A consideration of the basalt, so plentiful here, does not belong strictly to mining matters, because, containing no mineral deposits of value except limonite (hog iron ore), it is really very disadvantageous to mining, since its vast fields undoubtedly cover up and conceal a great many veins of ore, which might otherwise be worked. This is the case where it occurs above metamorphic rocks and above the more ancient lavas already described. There is an enormous amount of it spread

upon the mineral zone of the Middle Cascades, rendering it impossible to prospect those regions where rich mines would doubtless exist. In every way the basalt is an unmitigated curse to mankind, save only the important fact that its wearing down and chemical decomposition produce a soil of unsurpassed fertility. It is not like most rocks in this respect, or rather it contains the fertilizing elements of a combination of rocks. Basalt is a complex mineral, consisting of feldspar, angite and olivine (chrysolite) with magnetic iron and chance impurities. Chemically, it has silica, lime, magnesia, oxides of iron and manganese, alumina and potash of soda, which constitute the most important elements of fertility, and build up a soil in which, if phosphoric acid be added, all plants will thrive. This explains why the apparently barren plains of the Inland Empire, made up of the mingled detritus of basaltic rocks, are in reality so rich and need only the stimulation of cultivation to produce lavish crops. The rocks themselves, owing to their complex structure, are really fragile and short lived, while appearing to be dense and lasting. Their specific gravity is high, and the mass is tolerably hard; but the protoxide of iron, which is present to a large extent, is subject to further oxidization on coming in contact with the air, and is converted into the sesqui-oxide, thus occupying more space and loosening the bonds of the other minerals, and the rock breaks up. The sign of decomposition of basalt is the red or yellowish stain due to the formation of sesqui-oxide of iron—a sign that no one can fail to recognize. Besides, brittle as this rock is, it is continually being disrupted by the influence of heat and cold and running water. It cannot stand a change of temperature, and the cold of a frosty night and the genial rays of the sun are equally fatal to its integrity. Basalt cliffs invariably have a heap of debris at the bottom, which is continually being added to by breakages from above, and the great lava masses are in a rapid state of destruction, though doubtless they will yet outlast many generations of men. This mechanical breaking down is accompanied by the erosion by water and the chemical decomposition just spoken of, and the lava becomes soil fit for the production of plant growth; nor do these processes take place intermittently or unsteadily. All over the basalt country it proceeds regularly and swiftly, building up fertile acres and daily adding more to the productive resources of an already rich soil than the utmost improvidence of man can destroy. The soils of basaltic origin are probably the finest and most lasting of all. In one sense the lava fields may be considered vast and inexhaustible manure heaps for the use of the farmers, and indirectly of the world." One fact is thus far established clearer than any other, that

**THE ARABLE LANDS** everywhere here, even those regarded as the poorest, respond in a surprising manner to the slightest effort to cultivate. All of these lands, too, are cheap; and the gradations in price are not caused by the degree of fertility, but, in a general way, by proximity to, or distance from railroad transportation points. These inequalities will be soon over-

come, by settlement, attracting branch lines of railroad and removing distinctions. It is because of the existence of differences of price that the attention of the immigrant and settler is called to them. They offer now to the poor man the same opportunities, of which many rich men of to-day, once in a similar condition of poverty, availed themselves in the settlement of other states. These lands, and the advantages that ownership of them will bestow, suggest comparison to those who have watched such processes elsewhere. One unfamiliar with the conditions of the laborer, and the mechanic, in the East—often deplorable, seldom agreeable, and never enviable; one unacquainted with agricultural pursuits there—the amount of toil and tillage; the application of energy, industry, thrift and often parsimony necessary to the most moderate success as a farmer, would be neither fitted nor inclined to make comparisons, or draw conclusions applicable to the conditions of these classes, in the different sections; but one observant of the helplessness of wage earners; the unproductiveness of labor; the poverty of the industrial, and the scant reward of agricultural pursuits there, comprehending the opportunities spread out here everywhere, feels an irresistible inclination to present these striking contrasts to the

**LABORERS AND MECHANICS** of the great crowded cities of the East. If you, who read this, are one of that class we will ask you: Do you not wake every morning to confront the problem of bare physical existence; and to the solving of this is not your every energy devoted? and with only your commonest wants supplied, and without even a hope to gratify one desire, degraded to helplessness that is little better than slavery, do you not retire at night amid surroundings that accord you only life? Very many do. Do not high rents, and heavy expenditures, to protect yourself and family from fierce and severe elements, consume your small earnings, and at times even force you in debt? Here, on the contrary, where land is cheap, you will find a large portion of its yield goes to labor; here you will find rents low, and a climate healthful pure and mild. These leave a moiety of your earnings for accumulation, with which you may, in a year or two, settle yourself upon a quarter section, and be prepared to enjoy all the advantages you now see inure to the property holder of the East. Added to this is the daily gratification of an existence, amid food products and delicacies as common surroundings, which, with you now are all luxuries, and beyond your reach. Thrift, industry and a willingness to do a fair amount of work, is all you need bring with you. Do you realize what this change will do for you? Can you not picture, without any stretch of imagination, a home here as yours and a family growing up in modest respectability? Here your work apron rears no barrier between you and respectable social association; the calico dresses of your wife and daughters create no invidious distinction; for the tightly drawn lines of an aristocracy founded only upon wealth—the meanest of all forms of exclusiveness—has not yet a foothold. But if you belong to the class known as **FARMERS**, contrast your condition, in many parts of the East, with one



that you may easily exchange it for, by casting your lot here. What have your years of unremitting toil afforded you? Is the struggle less earnest to-day than when you commenced it? After plowing, and tilling, are you not as Pixley says, "gambling with God for the increase," to which your labor entitles you, and trying to save from the destroying elements the scanty products of an unyielding, or impoverished soil? Strike a balance to-day; and, estimating the labor of yourself, and wife and children, tell us what has been the meager annual accumulation. Perhaps you are a renting farmer, as thousands in Ohio, Indiana, Illinois, and elsewhere are, cultivating for half or three-fifths of the farm's product. How much more than the plainest, and barest living has your labor, and too often that of your wife and daughters, in the field, yielded you? Do not forget in making the calculation, that in addition to absence of every luxury and comfort, you have not gained one cent of the increased valuation, that may have attached to the land you have been cultivating, by reason of increased population. Knowing what you have done, and knowing the utmost that you can do, where you are, let us now presume that you have concluded to make the change. It will be attended with the following results: You are in some thickly populated district of Ohio, let us suppose, and the farm you own can for that reason be sold for \$75 per acre at least. You may feel that you are too old now to begin anew, and we will therefore leave entirely out of the comparison of results all that might attach to your settlement upon government land. You are accustomed to live near neighbors, and you buy 160 acres improved, within a mile or two of one of the small cities, such as have been described, anywhere in this section. You pay \$25 per acre for it, and it is a farm, at that price incomparably better than the one you have sold. You have now, right at the start, money to loan here at 8 to 10 per cent., and that is almost as much, of itself, as your annual accumulation on the Ohio farm. You have doubled the productiveness of your labor; and you have made your work less. You have exchanged a gloomy outlook, amid harsh and inclement seasons, of cruel severity, for a delightful and healthful climate, where suffering is never experienced, and broken down health often restored. You have found now the serenity that attaches to perfect seasons, and the certainty of bountiful harvests. Delicious fruits in abundance, and every variety of vegetables come and go with every season's change. You have found a country, where, if you incline to sheep raising, to cattle herding, or to horse breeding, you have unlimited scope for that predilection; a country of natural adaptability, where sickness has never weakened, nor disease ever decimated the flocks, herds, or bands. In finding these things now, have you lost anything? Are not the railroads; the telegraphs; the churches; the schools; the daily papers all here? What comforts of existence, what luxuries of living, can you—a well to do farmer of Ohio, emigrating to this country—select to bring with you, which are not found here in profusion, and enjoyed in prodigality? None, we think. But if you are from a less favored section than Ohio, with

how much more directness does this comparison and contrast appeal. If you are a soil-tiller of Indiana bottom lands, who know no comforts, and much sickness, and get small if any profits, what an exaggerated and over-drawn picture this will seem to you! To you, if you are a corn producer along the Illinois river, who seldom escape the ague or the asthma, what an incomprehensible Utopia it opens! To you, whoever you are, who are working for a living, or desirous to do so, does not farming, fruit growing, dairying, stock raising, horse breeding, merchandising, and mining offer varied opportunities enough in this country, for your eastern enterprise and energy? Examine into them and see. If again you belong to the class known as

**MANUFACTURERS**, you have no less advantages. Bring your mills, and factories here; and locate them anywhere—everywhere. Utilize the magnificent water power confined to no small locality, but scattered, and distributed throughout this country with all the design, that human ingenuity could have planned, and schemed to render it effective. Manufacture for these people their plows, mowers, reapers, threshers, wagons and carriages, agricultural implements of all kinds, milling and mining machinery, and open up a broader field for enterprise, and a more varied life if you will. The opportunity is here; and the increasing population will demand these things, and handsomely reward those, who take the initiative in supplying them.

**MONEY AND THRIFT** have not yet deprived this region of its unequalled advantages. Agricultural progress, in fact every development has been made against tremendous odds. Money has for years been borrowed by farmers, for the part payment of land, and outfits, at 1 to 2 per cent. per month. Testifying strongly to the productiveness of the country, and the prosperity of its few settlers is the fact that principal and interest have always been paid. Foreclosures are almost unknown. At some points such a thing has never been recorded, and at others not once in 5 years does one occur. Money now at 8 to 10 per cent., though still high, looks cheap to these people; and the much more rapid advancement of all industries is already noticeable, and will be still further accelerated, as interest is reduced, and capital seeks employment here. Do not forget that where such obstacles to progress exist, there land is cheap; and there you, with your moderate means, can make them reach the farthest. The opportunities, which these conditions present, will not be afforded to you much longer. Remember, too, that if you have experience in the many branches of farming pursued in the east, and which there require the greatest thrift and industry to be attended with success, here you have an advantage over competitors, quite incalculable. The wealth of resources here presents no better chance for profit than does the lack of knowledge, or disposition of the people to utilize them. The laborer, the mechanic, or the farmer who settles here without money, has only to do what he must do anywhere—work. But in working he labors under not one slight disadvantage; on the contrary he casts his lot where the proprietorship of land is soon within his attainment, and

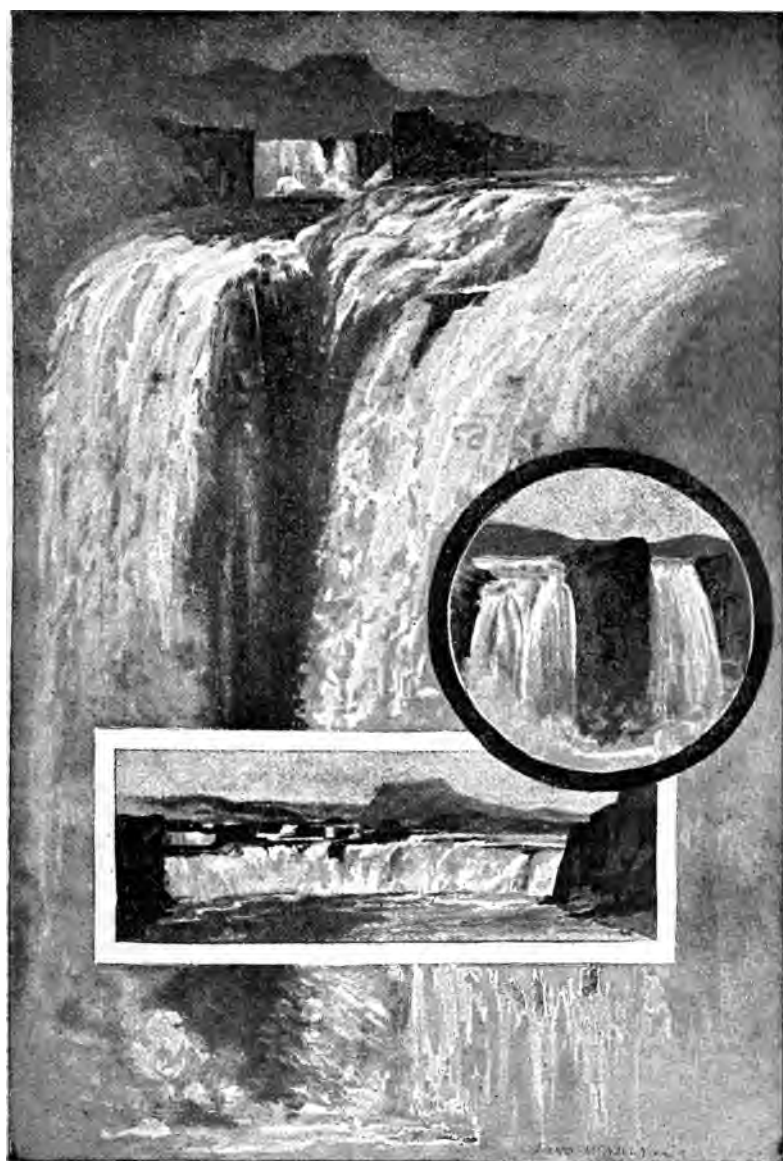
the benefits thereby to accrue from population can be his. The farmer, or mechanic, who comes with some means for settlement, plants himself in comfort, and invests his money where it is to be supplemented, and enhanced by his own presence, energy and labor. For such there will be no disappointment here; no boom; no collapse; no tax and interest account to consume his labor, or choke his efforts; only success.

**INFORMATION.**—It is possible for you who intend immigration to start with some valuable knowledge of the country, and be well informed upon the advantages of various localities. Examine the press. A short term subscription to the local newspapers, published at different points, will, if carefully perused while meditating change, afford an insight into affairs that will save much money and give an intelligent idea of the spirit, energy, and progressiveness of the community in which you may find yourself. Examine well the local advertisements of our pages; for no better confirmation of the existence of things as we attempt to describe them can be possibly found. Enter into correspondence with those from whom you wish to seek information. Letters to Boards of Immigration and Trade, and Chambers of Commerce, and Real Estate agents will be answered, accompanied by documents, and publications, bearing upon every industry, and by descriptive lists of lots and lands, for sale, that will spread the whole prospect before you.

**THE RAILROADS,** by which alone you can reach this section, from Chicago, St. Louis, in fact from all points east, are the Union Pacific, and Oregon Short Line, which, united with the O. R. & N., form the only through trans-continental route, without change, to Portland, the metropolis of the Pacific Northwest, 270 miles shorter, and by distance and close connections 21 hours quicker, than any other route from Chicago and eastern points. If you wish an undisturbed journey through, with every luxury, convenience, and safeguard, which an excellent road-bed, steel rails, and the latest modern styles of improved passenger coaches afford for travelers, tourists, and emigrants, either first or second class, see that your ticket reads by the route named, and *take no other.* You can then secure either

**PULLMAN PALACE, OR TOURIST** Sleeping Cars, which are attached to every train, affording conveniences or luxuries commensurate with the outlay you elect to make. Emigrant sleepers are now run free, but travelers, on second class tickets, will not be able to improve on the service, or save in expense, by furnishing their own mattress and blankets, when berths can be had, scrupulously neat and clean, in the Pullman Tourist Sleeper at 50 cents a night. In addition to these accommodations,

**DINING CARS,** now attached to every through train on this route, of the celebrated Pullman Company's make, with faultless and continuous service, will delight thousands of travelers, who know how to appreciate a solid train of this character, affording with all other accommodations, regularity of excellent meals, not otherwise to be enjoyed while traveling. Leaving nothing to be desired,—



VIEWS OF SHOSHONE FALLS.

**STOP-OVER PRIVILEGES** are granted, by the O. R. & N., to travelers and immigrants, who hold through limited tickets. At Huntington your interest begins in this region. Only by the O. R. & N. and its branch lines, can you traverse it, and uncover its vast extent. Here is every chance to see, and closely examine the country; and if you wish to avail yourself of this, the conductor must indorse your ticket. You will then present it to the agent at the station, where you wish to stop, for which he will give you a receipt. When you resume your journey he will take up the receipt, and return your ticket, indorsing thereon an extension of time, equal to that consumed in your visit at that station. Should you stop permanently at a point short of destination, to which your baggage is checked, the agent at the station will have the same returned free of charge.

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—OVER THE—

## UNION PACIFIC RAILWAY

### THE ESTABLISHED RATE ON PULLMAN CARS

Between Portland and points named below is as follows:

	Double Berth	\$2.50,	Drawing Room	\$9.00
Walla Walla -----	"	"	"	"
Colfax -----	"	"	"	"
Farmington -----	"	"	"	"
Pendleton -----	"	"	"	"
Baker City -----	"	"	"	"
Spokane Falls -----	"	"	"	"
Helena -----	"	"	"	"
St. Paul -----	"	"	"	"
Pocatello -----	"	"	"	"
Ogden -----	"	"	"	"
Cheyenne -----	"	"	"	"
Denver -----	"	"	"	"
Omaha -----	"	"	"	"
Chicago -----	"	"	"	"
Kansas City -----	"	"	"	"
St. Louis -----	"	"	"	"

### A PULLMAN COLONIST SLEEPING CAR LINE

is now in operation between Portland, Spokane Falls, Council Bluffs, Chicago and Kansas City. The cars in this line are fitted up complete with mattresses, curtains, blankets, pillows, etc., requiring nothing to be furnished by the passengers. Uniformed porters will be in charge of these cars, who will be required to keep them in good order, and look after the wants and comforts of passengers. These cars are new and built on the same general plan as the Pullman Palace Sleepers, and are convenient and comfortable. The charge of \$3.00 for a lower or upper double berth will be made between Portland, Council Bluffs or Kansas City, and \$4.00 between Portland and Chicago, and a maximum charge of fifty cents per night between intermediate stations. No smoking allowed in these cars.

The exclusive use of one of these cars will be accorded parties upon payment of berth rate for full capacity of car or at per diem rate of fifteen dollars from time car leaves home station until return to same point.

*In addition to the above the Company also run free Colonist Cars between Portland and Chicago.*

# EASTERN WASHINGTON.

**E**ASTERN WASHINGTON comprises all that portion of the state lying east of the Cascade mountains, which intersect it north and south, as they do Oregon. The marked difference, arising from natural conditions, between this section of the state, and Western Washington, lying on the other side of the Cascades, enforces the consideration of these two sections of the state separately; while the striking similarity of this district, to that of Eastern Oregon, in all respects, justifies their consideration in connection with each other. The mean Summer temperature of Eastern Washington is 73° and its mean Winter temperature 34°; while in Western Washington, the Summer temperature is 63°, and the Winter 39°. Marked extremes frequently occur in the two seasons of the former, which never manifest themselves, in the prevailing moderation of heat and cold, in the seasons of the latter. The annual precipitation of Eastern Washington may be called 20 inches; with a deficiency or excess, in various places, amounting to fully 10 inches; while in Western Washington the amount is considerably more than twice that, without excess or deficiency anywhere great enough to occasion uneasiness or disturbance. We shall find by examination, too, quite as great a dissimilarity in the character of the soil of the two sections, as in either the climate, or rainfall. This impresses itself, however, only upon the nature of the productions; but in no way in any degree of infertility in either section. In comparing this with Eastern Oregon, on the other hand, we find the same prevailing conditions of climate; rainfall of about equal amount; seasons of exactly similar character; soil of constituent parts identical; and productions in all respects similar. In one slight instance is a difference noticeable,—the more uneven distribution of the rainfall in Eastern Washington, where the elevated districts seemingly steal the moisture from parts occupying less altitude. To what extent altitude causes this variation in rainfall may be readily judged from the following comparison:

Walla Walla, altitude 340 feet, average rainfall, 9 inches.

Walla Walla, altitude 1000 feet, average rainfall, 18 inches.

Dayton, altitude 1670 feet, average rainfall, 27 inches.

The reverse seems to be the case in Eastern Oregon, where the scanty rainfall is in elevated valleys, in a small section in the extreme eastern part.

We entered Eastern Oregon at the Cascades, and pursuing our journey east, traversed it to the Snake river, on its eastern border. We have returned now to Pendleton in the northeastern part, and resuming travel north into Eastern Washington shall proceed along its eastern border, and thence west to the same Cascade range of mountains; making a complete circuit of the

great Inland Empire. At Pendleton we leave the Transcontinental Line of the O. R. & N., and proceed over

**THE WASHINGTON DIVISION** of the same system, with its numerous branches, working north to Spokane Falls its terminus. This is, throughout, the one beautiful and picturesque route of Eastern Washington; and from here to its extreme northern point, abounds in great diversity of natural scenery, and every variety of agricultural landscape.

**THE TRAVELER** by rail whether he be tourist, drummer or immigrant, should not fail to take this route between Portland and the northeastern limits of the Inland Empire. The whole journey, through these pleasing surroundings, is made by day. Leaving the sombre banks of the Columbia at Umatilla Junction, after the early morning opens dull and gloomy, the pretty valley of the Umatilla greets the traveler cheerfully. Succeeding this, as Pendleton is passed, the whole forenoon is gone in the delightful panoramic view of the charming Walla Walla valley; and the day, all too short, closes amid the rolling landscape of the Palouse country, invigorating the beholder with admiration. Besides all this

**PULLMAN DRAWING ROOM AND DINING CARS** are attached to all passenger trains, adding to enjoyment both comfort and gratification. Great as these inducements are, the traveler will find there is one other, more potent still, to impel him to seek this new route. Not only is his journey through Eastern Washington, now endowed with these pleasant surroundings, but it is robbed of its only disagreeable features—delays by drifting sand, and the painful infliction of dust over a stretch of alkali sage-brush desert—by escaping the old Wallula route.

A review by counties will now best enable us to point out the timber tracts, and sections rich in mineral deposits; the great grazing areas; the agricultural development that has been made in localities; the character of the arable land; its prolific nature, and varied productions; the numerous delightful streams; and the location of lands open for settlement, and up for sale.

We soon reach the Walla Walla valley, after leaving Pendleton, where the train halts at the numerous beautiful and prosperous settlements along the line, among which are Adams, Athena, Weston, and Milton, each of more than ordinary attractiveness. Entering Washington we are in

## WALLA WALLA COUNTY.

Area sq. miles 1,260. Population 11,500.

**W**ALLA WALLA COUNTY is situated in the southeastern part of Washington, and extends north to the Snake river. It, at one time, comprised the whole region of country, out of which Columbia, Garfield and Asotin counties were formed. Fully two-thirds of the county lies in the Walla Walla valley, which extends south into Umatilla county, Oregon, as described already, and

**MILTON, OREGON.**

Situated in this beautiful valley, on the Walla Walla River. Fine water power; magnificent grain, fruit and grazing country. For further particulars address W. W. Miller, Cor. Sec. Bd. of Trade.

east beyond this county's limits into several others. With a width of fully 30 miles, and a length of over 60, the valley contains some 2,000 square miles of rich agricultural and farming land, capable of producing, with hardly the exception of an acre, all the cereals, with a yield unrivaled in any country, or section, outside of the vast territory of this Inland Empire, in which it leads the way, and stands to-day pre-eminent. On our way north through this wonderfully productive and beautiful region, emerging from Eastern Oregon and pushing towards the great Palouse country, we are now, longitudinally, in the center of the greatest wheat producing country on the globe; a country that has yielded more wealth in the same time; produced the largest yield of small grains without fertilizing; and grown, and harvested more successive crops in perfection, and without any single failure, than any grain growing country in the world. With its average production of 35 bushels of wheat per acre, and barley, oats and rye proportionally as great, where can we look for its rival? Only in Belgium; where the most careful tilling is practiced; and harvesting with the sickle, and hand gleaning is resorted to, can the average yield be equaled. Here, too, the varieties of wheat grown display in conjunction the dual properties of the kinds known as Spring and Winter, found in the northern and southern sections of the Mississippi valley, where they separately maintain, in uncompromising contrariety, their peculiar properties. Whether sown here in the Fall, or Spring, the same certainty of yield from the same berry is attended with undistinguishable results. To sow No. 1 Dakota Hard here in the Fall, or the long Red Mediterranean of Southern Illinois here in the Spring might be an interesting experiment. Probably both would yield. We are told they will. This fertile soil seems to have a contract to produce, and would undoubtedly do it. A volunteer crop of 25 or 30 bushels per acre is common. Rust, mildew, chinch bug, or grasshoppers are unknown here. Indian corn is quite well produced and the yield is 25 to 40 bushels per acre. Rye is extensively cultivated as a hay; and all the grasses prosper well—alfalfa, clover and timothy. Alfalfa yields 8 to 11 tons per acre, and the cuttings are 2 to 4 crops; while clover is almost as natural a production of the valley as was the famous "bunch grass" on the great grazing hills. Blue grass grows equally as well as in Kentucky. Flax is attracting great notice. This may yet win for Walla Walla county the world's medal for excellence. Not only does she boast of ability to raise 20 to 30 bushels per acre of seed, but in comparison with the best Irish and French productions of fiber, she has created some comment. While it might not be safe to become too enthusiastic, neither will it do to limit the degree of her excellence. Flax is, without cultivation, perennial here; and is seen growing wild in the fence corners. We have plucked it here June 1st, 3 feet in height. It cannot yet be called one of the products, for the absence of all necessity of oil meal here as a feed, or rather the failure to appreciate its great sustaining qualities as such, coupled with the expense and difficulty of shipment, has held it in suppression. But remember that through all this "bunch grass"



region, every agricultural product has forced its way through the barriers reared by the stockraiser's desire to continue in the monopoly of the public lands, and won its success only by dispelling prejudices. Nor were these men to be blamed. The love of control, and rapid gain of wealth, were results too sure, and too easy of accomplishment to be surrendered without a protest. When the gold discoveries were made, in Idaho in 1861, only one mill in this valley could obtain supplies of wheat. The consumptive population which then entered the neighboring territory put flour to \$100 per barrel. It was not till 1872, that its development agriculturally attracted attention. Till then settlement progressed slowly, and farming was only practiced on land bordering on the streams. The rolling lands adjacent, covered with bunch grass, were deemed unfit for farming, and were occupied as stock ranges. An adventurous farmer, hunting a location, concluded to experiment on a half section of a cattle range. Stockmen smiled incredulously. "I hear that —— has bought half a section of your stock range, and is going to try to cultivate it," said a citizen. "What do you think he can raise there?" "He can raise a hell of a dust when the wind blows," was the sage reply. A harvest of 45 bushels per acre, the first year, proved the stockman right; and to-day the same dust blows to Liverpool. Now beautiful farms and grain fields are dotting all the foot-hill summits; and way up to the mountain tops, surrounding this valley on the east, every acre, not too steep for plowing, will produce wheat, and not alone that, but quality and quantity both improve as the altitude increases. Gradually the Blue mountains, here alluded to as skirting the valley on the east, abate, and have not the rugged and broken appearance they present 100 miles or more south. To bear this in mind will aid greatly in forming a correct estimate of such lands as are still open for government entry. A still clearer understanding of the country may be had when we state the well supported theory, that ages ago this valley was one great lake basin. Standing upon the foot hills and mountains—the shore and rim of such a lake—a birdseye view confirms the theory; and so clearly convinces the beholder of the correctness of the conclusion, that he accepts it without argument or desire for further topographical demonstration. Nor is evidence wanting that in pre-historic times, this whole section east of the Cascades, was one vast inland sea, drained by some convulsion of nature, which broke its western barrier where the Columbia river flows through the Cascade mountains. This draining of the Walla Walla valley has left some seven splendid streams of water, fed from springs and mountain rivulets innumerable. These principal streams all flow west tending somewhat north, and empty into the Columbia. No valley was ever more beautifully, and more thoroughly watered. From these the valley, the county, and the city, each derives its gurgling, rippling, musically expressive name, Walla Walla, "the many waters." Surely nothing less than an inspiration of pervading nature ever suggested to the aborigine such a comprehensive name.

All fruits, not tropical, are raised here in luxuriant profusion, and delici-

ous excellence. Apples, pears, peaches, apricots, plums, prunes, nectarines, quinces, grapes, cherries, and every kind of berry are in size large, and flavor superb. The possibilities of viticulture attendant upon the selection of grapes force themselves upon notice, though vineyards are not yet laid out for such purposes. Only enough has been done to demonstrate perfect adaptability. From one experimental vineyard, planted many years ago with the numerous varieties, all of which flourished, the choicest and most delicate quality of white and red wines have been produced. This valley possesses wonderful adaptability to this industry. Locations, that cannot be surpassed, can be found on the ridges and foot hills, in conjunction with every element of soil and climate essential and favorable. The garden vegetables and melons are wonders of production; and the capability of so large a portion of the valley to orchard and garden farming, offers every chance to the cultivator of small 10 and 20 acre patches. These opportunities will be more fully noticed in the extent of this industry as it centers at Walla Walla city as a point of shipment.

One-third of the area of this county lies outside of Walla Walla valley, and is composed of rolling agricultural and grazing, and broken timber lands. The timber lands are well covered with fir and tamarack, and some pine. The agricultural lands stretching over the hills display occasional patches of meadow valuable for hay, and well adapted to timothy. The grazing lands, covered with bunch grass, are still, in a measure, appropriated by the stock-raiser. Much land answering to these descriptions, still remains open to government entry. The opportunity to acquire such is owing entirely to its being so hilly and broken, and not traversed by the running streams. There is, however, no lack of rain and moisture for any kind of crop. Nor is there any place the plow can be applied that satisfactory results will not follow. Here, by many accustomed to this perfect valley, they are stigmatized as too hilly to work, while in Westchester county, N. Y., and hilly countries of that character in the east, they would be regarded as quite desirable farming lands. There is a great arable plateau of rich farming land in this county known as

**EUREKA FLAT.** As very erroneous ideas of this section have been obtained from just such lands, a short description will serve to correct them, and convey clearly the wonderful fertility of this once despised land. Starting from Snake river and going south, there are extremely high hills. Over the tops of these, spread out for about 20 miles in width and 50 in length, lies Eureka Flat, stretching to the north bank of the Touchet river. Covered with native grasses, it was for twenty years regarded as only fit for grazing purposes. Without any running streams it was deemed incapable of producing grain. Until the completion of the railroad, in 1880, very little attempt was made to farm here; but then abundant harvests were reaped from the first attempt. By 1886, some 30,000 acres were under cultivation, and a crop of over 1,000,000 bushels of wheat was produced; and this year fully 45,000 acres.

have been seeded and a crop of nearly 2 000,000 bushels is expected. The great inconvenience experienced in obtaining water for domestic purposes, and farm animals, renders cultivation difficult. No streams traverse it; and the number of springs are very limited. Farmers on the Flat haul water from the Snake and Touchet rivers for all necessary purposes. A few years ago this land could be bought for \$2 per acre. Now it is all taken up and valued at \$15. The rainfall is sufficient to insure good crops. The climate of the Flat is delightful and its general healthfulness is spoken of in highest terms. Ways are now being considered for supplying the farms with abundance of water, and some means will soon be adopted for its accomplishment. The drive well is succeeding in a measure, as is also the cistern; and piping is proposed. Timber culture is progressing; and the fruit development is more than good, on this treeless plateau. The owner of land here, who leases his farm for cultivation upon shares can realize as his net rental, per acre, \$10 yearly. And this is Eureka Flat, where many of the farms comprise 1000 acres, and some even more.

We shall now become better acquainted with the county, and come more closely in contact with its wealth, resources, and productions, when we consider them commercially, from the standpoint of its county seat,

**WALLA WALLA CITY.** This city is situated at the junction of two lines of the O. R. & N., and is 245 miles from Portland, via Wallula, and 278 via Pendleton; it is 46 miles from Pendleton, and 203 miles from Spokane Falls. It has a population of 7,000, and is centrally located in this valley of farming, fruit and garden land, of such wonderful fertility as described, and beauty as can be but imagined. It is generously laid out, with its principal business street 100 feet in width, as are all those parallel with it, forming handsome avenues, while the intersecting streets are 80 feet. Mill Creek flows, over its pebbly bed, right through the city, with a fall of 60 to 70 feet to the mile, which is about the slope of the valley from the foot hills. A reservoir in an elevated position east of the city, gives a fine fall of water in unlimited quantity. This is fed by never failing springs on 200 acres of ground set apart for the purpose. To call a spring here, a spring, fails to convey a correct idea to anyone unfamiliar with them. They are subterranean streams, till they break out of the ground, and flow a body of water forming a small brook, which would require a 12 inch pipe to lead off. The coldness of this water making ice unnecessary in warm summer weather, evokes comment from every visitor. Gas and electric lights—both arc and incandescent—are in use, and the city at night is brilliantly illuminated. A continuous steel track, horse railway, traverses 5 miles of streets, bringing its railway stations, cemetery, and outside residence portions in close connection with business centers. A large volunteer fire department, perfectly drilled, is the outgrowth of several devastating fires by which the city has been visited during the past 6 years; and precludes the re-occurrence of such disasters. The rebuilding, under a city ordinance fixing fire limits, has given the business

**WALLA WALLA STATESMAN**

Oldest DAILY AND WEEKLY Paper in the State.  
Short Term Subscription.  
E. E. Editor and Proprietor.

blocks a new, substantial, and prosperous look. Three daily newspapers are published here; an evidence of enterprise that would hardly be looked for in the east in a city of 20,000 people.

Among the buildings of note, a spacious Court House, erected at an expense of \$100,000, and located in a pretty park; a \$25,000 City Hall; a fine brick Opera House, seating 600 persons; and a convenient Post Office attract attention. The city has carrier service. Two wealthy and prosperous banks have deposits of \$1,500,000. Two new Savings Banks are organized, and only awaiting completion of their buildings to commence business. In addition to these several loaning and mortgage firms are placing eastern capital at 10 per cent. per annum, and a Loan and Building Association is prosperous. The U. S. Land Office is here for the entire counties of Walla Walla, Columbia, Garfield and Asotin; and in part for Whitman, Franklin, Klickitat, Yakima, and Adams, and facilitates locations.

Settlers will always find themselves welcomed through the religious and secular organizations. There are 13 churches representing the Episcopal, Roman Catholic, Presbyterian, Methodist, Baptist, Adventists, United Brethren, Christian, and German Lutheran sects. All the Secret Societies have flourishing lodges here and large membership. Educational advantages are of the very best. There are several large, commodious and well graded Public Schools; a St. Vincent's Academy for girls, conducted by the sisters; and St. Paul's School for girls, under Episcopalian auspices. Whitman College having passed from the high school to the academy, and from the academy to the college, now ranks with eastern institutions in its complete scientific and classical courses. There is a good Public Library; and the Y. M. C. A. maintains a reading room, and gymnasium. A business college is well attended, and employs competent teachers. A Board of Trade, composed of the most energetic men of the city, endeavors in every way to keep facilities adjusted as nearly as possible to the requirements of the city's growth. New enterprises are aided and directed by its fostering care; new comers receive its welcome; and those who contemplate a move this way, should avail themselves of its attention, and profit from its published documentary information. The Agricultural Society has fair grounds, and a fine race track just outside the city limits. This is a headquarters for horsemen; and owners of fine racing and breeding horses, in the adjoining territories, winter their stock here. The hotels and restaurants are supplied, from their surroundings, with luxuries unexcelled. Among projected improvements is a large hotel, to be erected at an expense of \$150,000, or more. A telephone system is not only complete in the city, but extended in connection with others cities and towns of Washington, Oregon, and Idaho.

Walla Walla has now five flouring mills of a daily capacity of nearly 600 barrels. It has two planing mills; two sash and door factories; a large iron foundry, turning out all kinds of heavy work; one machine shop manufacturing agricultural implements largely; three breweries, making beer equal

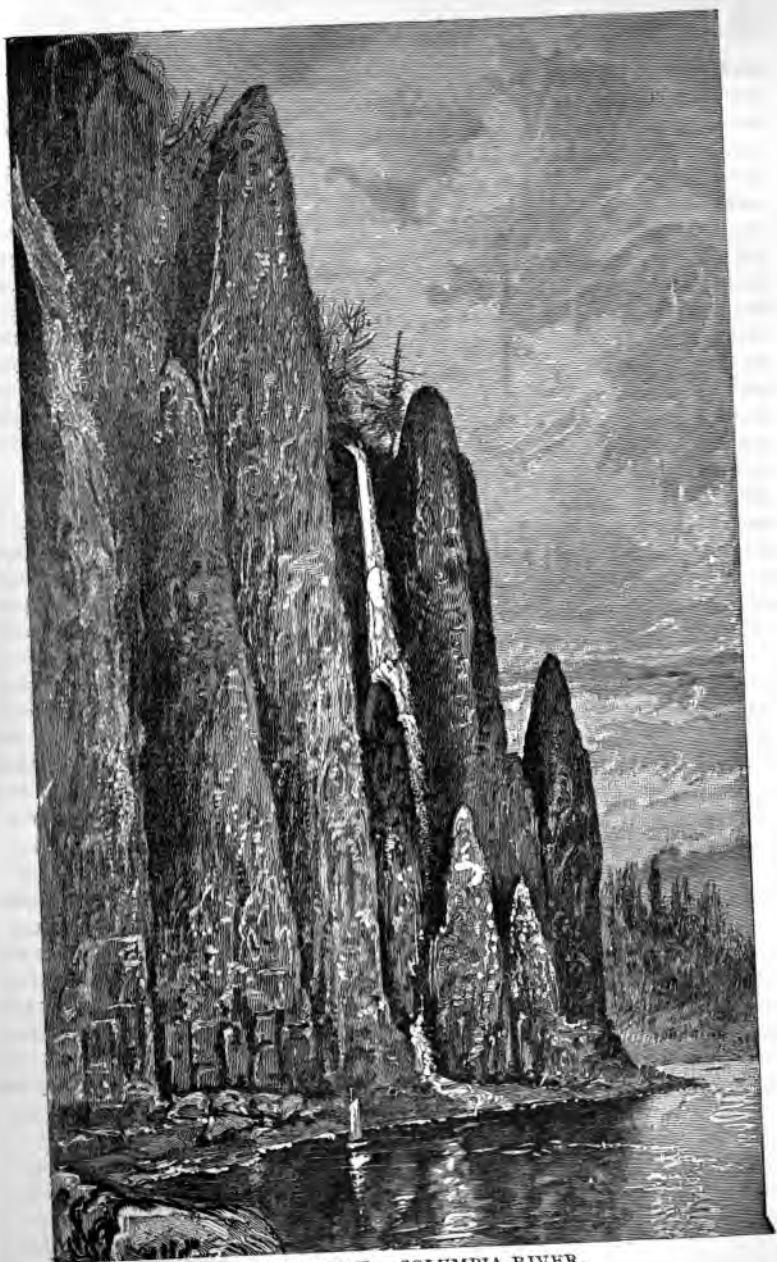
to any; a creamery, and cold storage warehouse producing a delicious butter, of which any section might proudly boast; a tannery; a steam laundry; and a cigar factory, employing only white labor.

In its environments adjoining the city limits on the southwest, is Fort Walla Walla, a U. S. military reserve. It is admirably located, on a slight eminence occupying about 1 mile square. It was first established in 1856. It is now a cavalry post, maintaining 5 troops of horse; and with officers, soldiers, teamsters, and laborers, counts well up towards 1000 souls. Of its importance it may be stated that besides \$300,000, annually expended in this city for material, services, horses, and provisions, some \$150,000 more is disbursed in pay of officers and men, a large share of which is distributed here. Situated 1 mile northwest of the city, and occupying 160 acres of land is the State Penitentiary. The convicts are employed extensively in brick making, and the surplus output is sold at \$6.00 per 1000. This figures largely in the building improvements of the city, and stimulates such enterprises.

Here again peculiar charms attach to the conveniences, pleasures, and luxuries of a modest city life. City lots vary in size and are 50x120 and 50x150 feet, according to size of blocks. These in price rule low—\$150 to \$500 per lot. A residence upon any double lot, in any part of the city, would be supplied with more fruit on its own premises than a family could consume. Close at hand is every table luxury. Near by are diversions for the angler and sportsman scarcely appreciated. The gratification of casting a fly in any of the numerous streams with the certainty of a full mess of speckled brook trout, is only too easily afforded. Trout are to be had in the restaurants during the whole 6 months of the fishing season. Boys are seen about the streets with strings of 200 to 300 fish—the catch of a few hours—selling them at \$1 per hundred. Small lads can make \$1 to \$3 whenever half a day is devoted to this sport. Here in this city the owner of an outlying 40-acre fruit farm can live upon the rental of the same in pleasant urban ease.

The growth of this city, considering its age, has been slow. Only within the last few years has its location and advantages seemed to attract any attention. Since 1882 its increase of wealth, and population has been more marked. A proper estimate of its advantages is now rapidly augmenting these. Necessarily brief we have only shown that Walla Walla is prepared to grow. To what extent, and with what rapidity it is likely to do this, those who have witnessed the growth of interior cities, of the eastern and middle states can best judge. Only such are capable of taking a comprehensive view of the industries; estimating the resources; and predicating the probable future of a city situated as this is. Having stated the variety, quality, and quantity of the productions, no easier method of leading up to a clear understanding of all the advantages here can be adopted, than to give a concise statement of land values around the city, in connection with the uses and industries, to which that land can be devoted. First

**ORCHARD FARMS** probably present to the settler, with some means, the



CAPE HORN.—COLUMBIA RIVER.

most profitable and pleasant occupation he can adopt. These farms vary in extent anywhere from 10 to 40 acres. Lands, best adapted to this purpose, are near the streams stretching from the city limits out to, what might be called, suburban or acre residence property. Its value is from \$100 to \$500 per acre. There is a great quantity yet to be placed in this category; and much of it to be bought for \$75 per acre, 2 miles from the city. These farms when well tended are cultivated promiscuously; that is, with vegetables, and small berry fruits between the trees, utilizing the ground in a constant rotation of crops. Strawberries have been known here to reach the third crop; and trees often show second bearing of fruit the same year. To stand among the fruits, berries, and vegetables of these orchard and garden farms is bewildering. What a field for enterprise is here! There is room to settle 500 families to-morrow, along Mill Creek alone, without disturbing the productive and consumptive parities. Personal examination disclosed the shipment of 7 tons of strawberries from this city in one day; 2 tons a day were shipped to Spokane Falls alone. Vegetables and other fruits were going out continuously. The shipments now are but a handful to what they will be, when they begin to go to Montana, Idaho, British Columbia, Nevada, Utah, Wyoming, Nebraska, and even Dakota and Minnesota, as the larger fruits come on. The opportunities for the expansion of this industry are scarcely realized. We have said that 500 locations could be made on Mill Creek alone. Five smaller streams and brooks are crossed near this city, in a drive of 2 miles, in no way inferior for locations. And you ask, "Will there be a demand for these productions?" The Puget Sound cities are importing supplies from California, and points south of them, more than double the distance from this city. Convincing proof of the adaptability, of the soil and climate, is seen in the establishment of fruit tree nurseries here on an extensive scale. With their enormous output of trees the demand is unsatisfied. The possibilities of the future are not reflected, till one sees them in a few furrows of peach trees,—50,000—ready to go out this Fall. We cannot enter into detail to name other varieties. Will these orchards pay? Bear in mind that an average outlay of \$25 per acre will stock a fruit orchard with trees 2 years old of the very best selection. Some of these will show fruit the next year; and all begin bearing the second; and yield well the third. The cost of it need not be much over \$100 per acre. It will rent, when bearing, to any gardener for \$30 per acre; and, if lived upon and managed well by the owner, will return 5—yes 10 times that amount. Chinese rent these farms now, whenever possible. Other farm lands may be bought cheap, in the valley and foothills, ranging from \$15 to \$60 per acre. What can be done here? On these

**DAIRY FARMING** presents to the settler with smaller means great opportunities. We have said enough of wheat. We have stood in a thousand acre field, that will yield 50 bushels per acre; but small farms would pay better, with their more mixed productions. This one particular industry languishes

most, because such small farmers are not here. The dairy presents itself here with opportunities greater than ever; and it looms up in contrast still more intense. The ability to produce a quality of butter fully equal to the best fancy brands of the most favored sections of the United States is unquestionable. One occasionally meets the home product, only to be delighted. Such a grazing, and such a watered country, with the short feeding season, and the cheapness of milk-producing feed, should invoke the attention of experienced farmers. The great benefit to be derived from high selling markets invites him to a still closer comparison with his opportunities in the east; while the more striking contrast between a calling, to be easily followed amid pleasant surroundings, in one case, and to be closely pursued, with the utmost exertion, among severe conditions, in the other, should be an inducement irresistible. Washington and Oregon are importing butter and cheese in the face of all this. Butter is selling here throughout the year at 35 to 45 cents per pound. Even Walla Walla, capable of producing it as cheaply as any place in the United States, and of the very finest quality, is partially supplied from abroad. Let the settler not fear that this will last but a short time. Consumers are flocking into the large growing cities far faster than dairymen are meeting their demands. The eastern farmer is delivering his milk at a railway station, with a daily trip of several miles; while the farmer here sells his, at a higher price, to the creamery managers, who collect it from his door. What opportunities! what advantages! act as incitements to induce one, who realizes this situation, to enter this field.

**A FORECAST.** Let the man of extensive travel,—even the experienced geographer, take his map, and match us the capabilities of this one county of the Inland Empire; and in making the comparison, let him select the choicest sections of the east for these industries. In capability of fruit productions, he will fail in Delaware, New Jersey, New York and Michigan; in capability of growing small grains, he will fail in Pennsylvania, Ohio, Indiana, Illinois, Minnesota and Dakota; in capability of dairy products, he will fail in Orange and Herkimer counties, N. Y., and Berks and Lancaster counties, Penn.; and in climate he will fail everywhere. How long will anyone, who has witnessed the rapid increase of population in the east, estimating these advantages, allow for this region to outstrip it everywhere in production; and swell the little cities of the Inland Empire to the modest proportions of 25,000 to 50,000 each? We need wait but a few years to know; for when the fruit industry has multiplied, eastern hucksters will no longer misrepresent these products, as of California, and they will sell the better, being marked Washington; and when the shores of all these cold mountain streams are dotted with creameries, produce men, in markets as far east as Chicago, will be bidding for this butter; and when between Spokane Falls and the Grande Ronde valley, the insignificant employment of water power shall divert a little to the milling of a portion of this wheat, the great reputation of Minneapolis will attach to this belt of country—its rival. An imagina-



tion of much less than the soil's fertility can see it plainly and surely coming.

When we left the Columbia river at Umatilla Junction we spoke of the Washington branch line (see page 35) continuing on to

**WALLULA.** This station can be called little more than a settlement. It is situated on the Columbia river, 214 miles from Portland, at the western entrance to Walla Walla valley. This branch line continues on east to Walla Walla, a distance of 31 miles, and there again connects with the main line going north. With a low altitude—340 feet—and a light rainfall—9 inches,—it has a desolate appearance and the country about it is barren. It requires here only irrigation to render it productive; for all the elements of fertility are in the soil. Until lands where this is unnecessary, however, are so occupied that they have a value equal to their worth, this must remain unimproved.

Boarding the train at Walla Walla we ride to

**BOLLES JUNCTION**, 270 miles from Portland, 179 from Spokane Falls, and 70 from Pendleton. Changing here to a branch line of the O. R. & N. east, a ride of 4 miles lands us at

**WAITSBURG**, a small but thriving city 273 miles from Portland. Situated in the valley of the Touchet (pronounced Tu-shy) river, it is as it appears, inviting and prosperous. It is surrounded by an agricultural and farming country of the very best character affording it liberal support. The flouring mill capacity here is 150 bbls. per day; and not only is there opportunity, but urgency, for numerous other manufacturing industries. Large elevators are taxed to the utmost capacity to handle grain, the shipment of which is very large. Here is a small place of great enterprise and most agreeable surroundings. With but 1000 inhabitants here is a daily newspaper; numerous churches; graded public schools, and an academy of high standing; two hotels; and the lodges of all the secret societies. The lands about here were long since taken up, but in the sub-division of large farms by owners who realize they have too much land, the opportunities to buy magnificent places at low prices are great. The advantages which productiveness, climate, and agreeable social surroundings present to the settler, of moderate means, are such as it would pay him well to examine.

Continuing east on this branch line we enter

## COLUMBIA COUNTY.

**Area sq. miles, 900. Population, 6000.**

**C**OLUMBIA COUNTY lies directly east of Walla Walla and south of Snake river. Into this county extends Walla Walla valley, so fully described, the character of the farming land of which it partakes without any deterioration whatever. In truth a gradual increase of altitude as we go east adds to its rainfall and the more general cultivation of its whole area. With its southern base along a spur of the Blue mountains, it slopes gradually north



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to the Snake river. It is finely watered by numerous streams rising in the Blue mountains; the principal of which are the Touchet, the Petit, and the Tukannon. Outside of these delightful valleys, of 1 to 2 miles in width, the country is a beautiful rolling prairie wonderfully fertile. Quite heavily rolling above the valleys, a full realization of its extent and beauty, can only be had by ascending the summits of the adjoining hills. There is some difficulty in explaining these lands. They are a succession of knolls. In different sections of the east they would be differently regarded. The prairie farmer of Illinois would call them hills; but in New England and New York they would be called magnificent plains. One-fifth of the county's area, situated mainly in the southern part, is mountainous and broken, and heavily timbered with fir, tamarack, spruce, and the different varieties of pine; while the rough but less mountainous portion of the timber lands are excellent grazing ranges for all kinds of stock. Outside of this limited section it is all arable with agriculture as the principal resource. In this alone it is rich. The soil has the same productiveness we have so often explained; and the uplands are more fertile than the valleys, and produce more bountifully of all the small grains. It is light, friable soil, and easily worked, retaining moisture surprisingly. Wheat oats and barley are the principal productions. It is nothing uncommon for a well tilled farm to yield 40 to 50 bushels of wheat per acre. Excellent oats are grown with a yield of 50 to 100 bu. per acre. Barley grown here is shipped to St. Louis, Chicago, and Milwaukee, the brewers there paying the highest price for the product of this section. No failure of crop has ever been known here, even when not a drop of rain has fallen after May. All garden vegetables are raised here in great profusion and without any other moisture than that drawn from the ground; while the melons, pumpkins and squashes are wonders. Sugar beets of 15 to 20 pounds are raised anywhere, and their culture for sugar is expected to grow up into a great industry here. Broom corn is grown extensively and manufactured at home. Sorghum is a very profitable crop. Tobacco of very superior quality and flavor can be grown in valleys and on hilltops, though the bottom lands produce the best. There is much enthusiasm over the capabilities of the soil for this plant, and the advent of a few experienced men, who understand its care and curing, will be followed by a large production. The absence of worms, bugs, and insects will, it is claimed, accord the most perfect leaf, with the least attention known in the United States. Hops are grown all over the county with little care, and are in yield and quality excellent. There is the same adaptability to flax noticed in Walla Walla county. In fact it is very difficult to say what the capabilities of soil and climate may not produce. No effort is anywhere made in Indian corn, still we see it growing, here and there, for home use. Such agricultural progress has driven the stockraiser and herder into the remote parts of the county; and there is not much government land open to entry; none whatever that may be considered choice. Before the extension of the O. R. & N. reached here, wheat sold as low as 25c

per bushel. Agricultural development did not wait for the advent of the railroad. It invited and enforced its construction. The stockraising industry has been eclipsed by the agricultural development of this county. Not so, however, with horse-breeding; that shows a steady improvement in numbers, quality and blood. Fine horses are sold here at \$75 to \$125, the latter for well-broken young horses of 1200 lbs. Percherons, Clydesdales and English Coach have become thoroughly impressed upon the stock of the county; and finer cannot be found anywhere. Large numbers are shipped to the eastern states.

Deeded and somewhat improved lands are the only ones necessary to call to the attention of the immigrating settler. Very good farms are to be had from \$10 to \$25 per acre, according to improvements. Some locations near town, with good barns and residences, are \$40 to \$50 per acre. There are fine locations here for thrifty farmers of some little means to find a pleasant life not possible on the high priced farms of the east, where severe seasons and meagre crops make life much more of a struggle.

**SNAKE RIVER FRUIT BELT.** If fruit production throughout the county has not grown into an industry it is not for want of adaptability. Everywhere homes are supplied with a profusion of apples, pears, plums, nectarines, prunes, peaches, cherries, and berries of all kinds. Fruit growing, as an occupation, has, however, found a section here probably one of the best in the United States. South, in Wallowa county, Oregon, what is known as the Snake river fruit belt first attracted our attention; again, extending along the same river, in Baker county, it came into prominent notice with its abundant productions; and now, on the north of Asotin, Garfield, and Columbia counties, where the river turns from its northern course and flows west, without doubt one of those perfect peach and tender fruit tree growing sections is again found great in extent and capability. Here approaching the river the seasons are earlier; the weather in winter is warmer, and frosts at other times not common. Hundreds of feet below the river bluffs are numerous bars and flats, in bodies of several hundreds of acres in extent. Streams from the lofty sheltering uplands trickle across these flats, and flow into Snake river. Here, when brought under cultivation and irrigated by these streams, the finest peaches are grown. They equal Maryland and Delaware in flavor, and in size match California's largest. While the peach is a specialty here all other fruits are grown in profusion; and almonds in such perfection as to surprise the orchardists themselves. The hardier fruits are raised on the uplands for a distance of sometimes 20 miles back; but even here peaches are grown very successfully. The Snake river is navigable here, and a line of steamers of the O. R. & N. make regular trips, connecting with the railroad, and accord the orchardist the advantage of a market at his door. In the New Orleans Exposition, 1884, there were 27 premiums given to Washington Territory for fruit, when the whole country entered into competition.

The climate partakes of the softness and agreeable character which every-

where prevails here, and the rainfall is very fairly estimated for the whole county by that—27 inches—taken centrally at

**DAYTON**, the beautiful county seat; and the terminus of this branch line of the O. R. & N., 13 miles from Bolles Junction, and 283 from Portland. It is situated in the same charming valley of the Touchet before mentioned, at the confluence of Petit creek, two clear mountain streams that may be at every mile tapped here and there and valuable power obtained. Dayton has a population of 2,000, and it is to-day better equipped with the conveniences for living, than many of the cities of the middle states—and we may safely include far eastern states too—of 10,000 and 15,000 inhabitants. It is supplied throughout with a pure spring water, carried to every home through a complete system of mains. It is illuminated with arc lights, and a system of the Edison incandescent light is now being put in for stores and dwellings. A well organized fire department is maintained, and one steam engine kept in constant readiness. Disastrous fires have occurred here, as is the case in so many of the cities of Eastern Washington, but fire limits have been established, and brick structures are rapidly replacing frame buildings. Two planing mills; a very large iron foundry and machine shop; and two flouring mills, one of 150 bbls. per day capacity, represent some of the established branches of trade. A National bank and all the various mercantile lines of business are located here, and are active and the merchants prosperous. Two newspapers are published, and a public library with 1000 volumes is maintained. There are some 10 church organizations, comprising the various sects. Lodges of Masons, Odd Fellows, Knights of Pythias, Ancient Order of United Workmen, and a Post of the G. A. R., are all kept up in good condition. The public schools here are several, and graded up into the higher branches, comprising Latin, mathematics, literature and the sciences. Washington Seminary, a few miles from here, offers all the advantages for a classical education.

The city is centrally located in the county and does an enormous shipping business. Nine large grain warehouses at the railroad station are crowded during the season handling sacked wheat; and one Peavy Co.'s elevator has just been completed for bulk loading. Deliveries from farmer's wagons here have reached 30,000 bushels per day of wheat alone, not to mention other produce, which swell shipments to enormous proportions.

And yet this city grows slowly, and is very small when we consider its location, surroundings, and prospects. No boom has ever visited it, and what it is to-day, in point of population, has been forced upon it by the fact of its being situated in one of the best agricultural counties in the State. The enterprise of its citizens, however, has prepared it with every facility and opportunity to expand, and it will be a matter of surprise if it does not rapidly increase in every direction.

We endeavor in vain to recall any more beautiful location, with a grander prospect of surrounding country, east of the Rocky mountains. The magnifi-

cent expanse of the Blue Grass region of Kentucky can no where surpass it; nor can be seen in any direction from Saratoga, anything comparable to its great rolling plains of grain fields and meadows; and 18 years of existence with such surroundings finds it but 2,000 people to-day. During one-third of that time towns arbitrarily staked out in Kansas in the center of a prairie without water; exposed to cyclones or hurricanes in Summer; and without any natural protection from a long and severe Winter, have been boomed into twice or three times its size. And even now these do not offer, nor possess one of its advantages, whether we consider them as of climate; productiveness; convenience and luxury of living; or cheapness of land. There is no taint of sentimentality about this; and we can say it of a dozen other places in this section of Washington as truthfully as of Dayton. The people of this Inland Empire seem to be quite as profoundly satisfied with the advantages of their country as those outside it are profoundly ignorant of them. A visit here would effectually remove it; but nothing else can convey any idea of these small cities of the Inland Empire. The destruction of a fine hotel by fire presents an opening for a man of enterprise.

Stages leave here daily, except Sunday, for Pomeroy, Pataha, Lewiston and other points. Returning to Bolles Junction we take the train on the main line for

**STARBUCK**, a small settlement on the O. R. & N. of about 100 population. It is 293 miles from Portland, and 156 from Spokane Falls. Here we change again, to go east on another branch line of the same system, which crosses the northern limits of Columbia into

## GARFIELD COUNTY.

**Area sq. miles 650. Population 3,792.**

**T**HIS COUNTY lies directly east of Columbia and south of Snake river, and, with the exception of a small portion in the southern part occupied by a spur of the Blue mountains, may be called a continuation of the same fine farming country. In this southern portion it is finely timbered, and from here many mills supply large quantities of lumber for building, fencing, etc. From the mountains, gradually sloping north, a magnificent body of rolling land occupies its whole width between Columbia county on the west and Asotin on the east. The same abundant yield of wheat, oats, barley, flax, and all the grasses attends cultivation here as elsewhere in this section. Indian corn too is quite successfully raised. The famous Snake river fruit belt, as before described, skirts the northern border of the county, and through the navigable waters of the river good transportation facilities are afforded this portion of the county. All the hardier fruits do well, however, in other parts of the county, and good apples, pears, plums and prunes, are produced, while cherries, berries, etc., are grown easily and in unlimited quantity. Its vegetables too are of the finest. The county is, in regard to

railroad development, young; this branch having been completed but little more than three years. For this reason it is more sparsely settled than its neighboring counties on the west, and therefore offers better advantages to the settler. Prices for deeded land run considerably lower here, though nothing inferior in fertility to the best. There is, also, considerable pretty fair land still open to settlement, under the land laws. The entire county with the exception of the mountainous portion, is adapted to agriculture; and though it ranks as one of the richest of this State in farming, and that is ultimately to be its chief resource, it is by no means at present confined to that. There are fine grazing pasture ranges here, and sheep and cattle raising are industries of much importance. Its delightful climate, productiveness of soil, and cheapness of land recommend it with great favor to the settler. Dairying here would pay wonderfully well, and New England farming would make of 80 acres a prosperous farm, and delightful home. Farms can be bought here at \$8 to \$30 per acre, according to location and improvements, and any good farmer can make a farm pay for itself in 3 or 4 years. Not more than one-fifth of the arable land is under cultivation.

From Starbuck, 30 miles east by rail, is the county seat and terminus of this branch,—

**POMEROY.** This city—322 miles from Portland, is situated upon Pataha creek, and has a population of 1,500. It is located upon a flat, which here widens out beneath the hills leading to the lofty uplands. The beauty of the surrounding country is not seen at a glance, but like many other points along the railroads and rivers, as we have so frequently observed, an ascent must be made before any idea of the beautiful farming country can be realized. When this is done the source of business prosperity is at once apparent.

The city has its organized public schools; churches; and societies; its two newspapers; fire department; two banks, and two hotels. In addition to its numerous mercantile houses, are factories, shops, flouring and grist mills, and two planing mills all run by its water power, which is capable of driving many more manufacturing establishments. Its water works are completed, and water mains conduct an unlimited supply to every part of the city, from a reservoir 200 feet above. It has a Board of Trade, active in the city's interest, and not only energetic in developing its resources, but attentive to all inquiries from intending settlers. It is here noticeably the case, as it is in many places in this section, that the town and city settlements are prepared and supplied with every facility for business, and every modern convenience for living. But the visitor must not be surprised if he does not see the prosperity, that really exists here, reflected more, as it is in the east, in the beauty and attractiveness of dwellings and stores. Money at 12 to 18 per cent. per annum, does not permit of expansion beyond the barest necessities. The growth of these places can be such only as demanded by business. Here is Pomeroy centrally located, with a mercantile business and commerce infinitely beyond what its appearance suggests, or would be found in the east, in a

community of 1,500. No matter how enterprising its citizens, every attempt to build, beautify, and make attractive, requires nothing less than sacrifice. When we see how near to extravagance borders even prudence, in the attempt to furnish these small cities with the facilities they have, we can only wonder at, and admire the progress made. This feature makes the opportunity but the greater, to the settler with means.

Stages daily, except Sundays, leave here for Lewiston, 30 miles. Returning to Starbuck we proceed north by rail to

**RIPARIA**, on the Snake river, 301 miles from Portland, and 148 from Spokane Falls. This is the point of connection between the railroad and steamboats of the O. R. & N. navigating the Snake river; and the place of trans-shipment of freight. Boats leave here for Almota, Lewiston, and Asotin, every Wednesday and Saturday, connecting with trains, and returning arrive here Monday and Friday. Meals on boats 50c; upper or lower berths 50c; stateroom, 2 berths, \$1. A stop here for 45 minutes afforded an excellent opportunity for the examination of

**TEMPERATURE.** We have so often dwelt upon the fact that a high degree of heat in summer occasioned no feeling of depression, that a statement of personal contact with it here may carry some weight. Walking the station platform, mere curiosity prompted a glance at a thermometer hanging in the shade. Here was a record of 103° and no feeling of disagreeable heat had obtruded itself; and only the knowledge that it then prevailed, made it noticeable as anything more than an ordinarily warm day. The air had an oven-like feeling as it swept across the face, but only moving about would occasion perspiration. Sitting in a chair in the shade was attended by no unpleasant sensation, or indication of exuding moisture. Forty-five minutes afforded ample time for thorough investigation. Here, too, we are at an elevation of only 530 feet; and the disagreeable sensations of heat are still less at the greater altitudes. How unobserved then must be its prevalence in the valleys of 3,000 to 4,000 feet. We are told that the extremes of cold are far less self-asserting in this absence of humidity. More care to hang thermometers in conspicuous places might prevent ill-conceived notions of temperature. Many a stranger congratulates himself upon having escaped stated extremes, by which he has actually been unconcernedly surrounded. Those who have experienced the lassitude attending 85° or higher in the east, would be much surprised when brought into contact with the conditions here.

Taking the boat here for a trip of 84 miles on Snake river is the easiest way to reach

## ASOTIN COUNTY.

Area, sq. miles, 600. Population 1,449.

**THIS COUNTY** is directly east of Garfield, and occupies the southeastern corner of Washington. Without any railroad entering its borders, it is



by no means as isolated as it seems. Many larger counties boast of much agricultural land a long way more remote from shipping privileges than most of this enjoys. The Snake river forming its eastern, and half its northern boundary, is navigated to its northeastern corner by the boats of the O. R. & N., and afford it a good outlet in this direction. On the west, Dayton affords it a connection hardly over 25 miles distant, and Pomeroy is but 10 miles from its northwestern corner. The absolute certainty of the extension, of one or the other of these lines, to some central location in this county, if not to a point in Idaho invests its unappropriated lands with much more value, and directs to its advantages much more consideration, than they receive. Columbia, Garfield, and Asotin counties were all formerly a part of Walla Walla county; and they all comprise a large portion of its beautiful rolling prairie; fertile and productive to a degree, that has made for it the reputation of being a part of the greatest wheat-producing belt of the world. Fully two-thirds of this county is fine arable land, sloping from the south to the Snake river on the east and north. The southwestern and southern part is mountainous, and this characterizes the surface of about one-third of its area. This is covered with fine timber. As a region for stock it is exceptionally fine, and in this southern part, where too broken to plow, the pastures are unexcelled; stock thriving without much if any care the year round. On the upper plateaus the very finest of wheat, and all other small grains are raised without irrigation, the rainfall being always sufficient to mature crops. Rising in the mountains are many small streams, flowing east and northeast into the Snake river. Along these streams are charming little valleys. These are none the less inviting and beautiful for being small. We have hinted at the farms being too large some way back in Oregon. We are prepared to say now, that no settler in the Inland Empire should think of taking more than 160 acres. If he takes even that much, he can improve his condition by selling 80 of it to the first new comer who will make a good neighbor. He who has much money does not need more land; and he who has but little will be independent on 80 acres when he cannot be on 160. Men are scarce here; and we are getting into a country where money is 12 to 15 per cent. The unreasonable increment of the one lives and thrives only upon the labor of the other. The industrious farmer, with 1000 acres will here meet with no more success, than an unthrifty one on 80 acres; and the chances are the latter will last the longer. The former will break down physically, if not financially, and the latter, on land of this fertility, would certainly not do one, and might easily avoid the other.

The Snake river fruit belt is here at its very best. Grapes and peaches are grown perfectly; and so mild are the Winters; so regular are the seasons in their coming, and the trees so sheltered from even the moderate changes that occur, that no case of winter killing has ever been known. Apples, pears, plums, prunes, nectarines, in short all but the tropical varieties of fruit, are grown here in excess.

The county contains deposits of rich minerals on which but little development has been made. A high grade of copper and silver ore is said to exist here.

There is a good deal of government land for occupancy in this county. More of it, in fact, and of better quality, than generally supposed; and the settler here will not be compelled to wait long for developments, which will greatly enhance its value, and add great advantages to the many inducements, which now invite him to make a home here.

**ASOTIN**—On the Snake river at the head of navigation, is the county seat and principal town. It is only a village of a few hundred people, but is pleasantly situated, and does a fair amount of business; its prospects are good, and its growth gradual; and as the county becomes more settled will develop into considerable importance.

Resuming our journey at Riparia, we cross the Snake river and enter

## WHITMAN COUNTY.

**Area sq. miles, 2,160. Population, 15,281.**

**WHITMAN COUNTY**—North of the Snake river, comprises an enormous body of agricultural land. We enter the county passing up a small canyon, through which flows a little stream of water. At the start there is nothing very inviting about the prospect. The extent of vision is circumscribed by the great broken hills, which rise on either side, and would be called barren and desolate were it not for the bands of horses, cattle and sheep seen watering along the stream, or grazing on the apparently dry

**BUNCH GRASS PASTURE.** We have learned to know that this is an unmistakable indication of fine country, and could we but get into position it would reveal itself from the hill tops. These cattle are fat and sleek, and the horses handsome enough to occasion remark. No sign of house is near; but occasionally a mounted herder is seen. Not only in their appearance, but by their choice of pasture, do these beasts sustain the reputation of the bunch grass. They graze on the brown hills, deserting the green grass along the water course. An examination of this bunch grass reveals the reason. Way into dry Summer, or in the midst of Winter, this brown, dead looking grass has in it a soft fat sprout full of nutriment. No poor land will produce this bunch grass, and it is always, by this, safe to judge the fruitfulness of the soil. Cattle and horses prefer it to the best hay, and will paw and work through the snow to reach it; and upon this will keep fat all Winter. It is in this bunch grass country that the word "rustler" acquired the broad significance, and extensive application which no lexicon defines. The herder, to express himself with brevity, classes different breeds of cattle and horses as "good rustlers" or "poor rustlers" according to their aptitude to pick up subsistence, and thrive without care. And now—"Jim's a rustler"—is a pointed compliment everywhere to the man who stirs around and gets a living.

The canyon begins to fade away, and the hills become less abrupt; some signs of cultivation and cropping of land appears, as we reach the first settlement,—

• • **LA CROSSE JUNCTION**—326 miles from Portland, and 123 from Spokane Falls. Here another branch line of the O. R. & N. starts in a southwesterly direction, and connects with the Northern Pacific at Connell, Franklin county, 53 miles distant. At La Crosse, where settlement is now beginning, and which promises to be something of a town, we are now fairly upon the surface of what is known as

**THE PALOUSE COUNTRY.** This is an unmatched region in the strikingly peculiar appearance of the land, in conformation different, as a body, from any we have yet passed through; different only in this way, however; that it is uniformly of one character—an extensive upland plateau of rolling, treeless prairie, with an occasional butte rising into great prominence, smooth and uniform as a sugar loaf. It is without the usual distant mountain border, which invests most of the finest land of the Inland Empire thus far visited, with the appearance of a valley, even when at an elevation much greater than any part of this county occupies. It takes its name from the Palouse river, which, with its tributaries rising in the eastern part of the county, and one, a considerable stream, rising in the northern part—Rock Creek—flows west, and then south into the Snake. These water courses do not constitute valleys here, as we have been accustomed to see. They are modest rivers, finely watering the country, and flowing through small gorges, quite sufficiently timbered to provide good lumber for fencing, and fuel. The eye is met along these by frequent palisades of basaltic rock leading to the uplands, which slope in beautiful undulations to the Snake river. Such is the surface character of the Palouse country, which comprises about all of Whitman county's area, and extends somewhat outside it, north and east. Dot these expanding, swelling, treeless plains with numerous homes, and their surrounding foliage, and the blue grass region of Kentucky, with all its rural beauty, is its miniature. Trees do well anywhere they are set out, and begin to make their appearance. In 10 years one might not recognize this country. We have already forgotten the treeless prairies of Illinois, and other middle states. In its wild state entirely covered with bunch grass, it produces, under cultivation, all the grasses and cereals, of the temperate zone, except corn. Its wheat production leads all other crops; and its never-failing harvest has been from 30 to 60 bushels per acre. The same peculiarity noticed elsewhere holds good here too, that on the very apex of its rounded hills is gathered the most abundant harvest. If the Palouse country does not take precedence of all other sections of the Inland Empire, in wheat production, it certainly matches, in its broad extent, the very best localities. Oats and barley are grown with the same abundant yield; and flax is also raised with flattering results. The establishment of flax mills would be attended with a prodigious crop.

# Fully 1,500,000 Acres

—OF—

## CHOICE FARMING LAND

—IN THE—

# PALOUSE— —COUNTRY

### ARE STILL AWAITING SETTLEMENT.

A large quantity of these lands are offered for sale by the

*Union Pacific Railway Company,*

Price, \$3.50 to \$10.00 per acre,

*TERMS, one-sixth cash, balance in five deferred annual payments carrying 7 per cent. interest.*

**These Lands** are in the best grain, grass and fruit producing part of the Palouse country. They lie close along the lines of the Union Pacific Railway between Winona Junction on the west and Farmington on the east. Being but one to three miles generally, and nowhere more than five miles from the railway, they are consequently easy of access, and settlers are assured of the very best of transportation facilities. They are offered by the Company in small lots to suit, upon easy terms, and at prices far below lands of the same character otherwise held. They are rapidly passing into individual ownership and this opportunity will soon pass.

FOR PARTICULARS APPLY TO

**ALBERT WOODCOCK,**

*General Land Commissioner Union Pacific Railway Co.,*

Omaha, Nebraska.

While agriculture maintains the ascendancy, stock raising, in the western and southern part of the county, is an important and profitable industry. The advantage of bunch grass pasturage is here seen in the excellent quality of the horses, and horned cattle. Wool production too is largely and profitably followed. Hog raising meets with great success, and many droves are seen here.

In the northern part is a finely timbered section stretching into Spokane county, and Idaho Territory, affording unlimited supply of lumber; and of this pine, fir, cedar and tamarack are the leading varieties. Much logging is observable in the streams.

The fruit productions are limited to the hardier varieties, such as apples, pears, plums, and berries of all kinds. These are, however, prime and of excellent flavor. Orchards are seen about the suburbs of the numerous settlements. Only the selection of the hills, sloping to the north and northwest, which are sheltered from the direction of the severer storms, is necessary to insure successful culture. Apples are late and make very fine keepers.

There is, we may say, no government land in this county, open for claimants; but deeded lands, of which there is a vast quantity for sale, are easily to be had, and at very low prices, from individuals and the railroads. Settlers will find these all desirable, for there is scarcely a point in the county more than 15 miles from some railroad station. Excellent water is easily obtained, anywhere on the uplands and hills, by digging a few feet.

**THE CLIMATE** in which heretofore, we have looked in vain, even over a very extended area, for any marked change, here presents one sufficiently so to be noticeable. The change of climate, however, like the change of surface, is not a disparaging one. The Winter, with little snow, is short, being confined generally to December and January; and though at times the mercury is forced down to 20° below zero, is not severe. Spring opens in February, and the marked change in climate occurs now; for this is the long season. Though warm days occur, still cool spring weather is not passed before the early days of July, up to which time rains occur, and the nights are frequently cool enough for a little fire. This puts the maturing season fully 4 to 6 weeks behind the section south of Snake river. Summer and Fall are delightful, and October rains afford a fine growth of pasturage before Winter. The rainfall is 20 inches.

**WHEAT PRODUCTION.** With our departure from this county, we leave now,—to consider other industries and interests—the limits and bounds of this great belt of phenomenal wheat production. We have passed many thousands of square miles yet to be brought under cultivation, and have seen many thousands of acres yearly coming in to swell the annual output. So near are we to a demonstration, that we are forced to consider the possibilities and probabilities of the future of this industry. Here in the Inland Empire are 25,000,000 of acres at least, easily capable of wheat production without irrigation. Allowing for a yield of but 20 bushels per acre—certainly

# Perfection of Service for Overland Travelers.

## IMPORTANT INFORMATION.

**T**HE Alliance of the The Union Pacific and Chicago and Northwestern Railway Companies has resulted in establishing a perfection of Passenger Service on The Union Pacific Overland Route never before possible in transcontinental travel. This line between Chicago, Illinois, and Portland, Oregon, maintains two daily through passenger express trains each way.

"The Limited Fast Mail," an express, mail and passenger train, makes this journey within three business days—the quickest time ever attained by regular trains between the above mentioned points. In addition to the United States mail car the regular equipment of this train affords travelers the convenience of Pullman Dining Cars, choice of accommodations in either Pullman Palace or Colonist Sleeping Cars, or use of Reclining Chair Cars, elegant Day Coaches and Smoking Cars, making it at once available to all holders of first class limited, unlimited, special, round trip and second class tickets, at regular tariff rates for meals, passage and accommodations in the different grades of service. While without change for either first or second class passengers, between Portland and Chicago, this train connects at Pocatello either way with a Pullman Palace Sleeping Car to and from Ogden and Salt Lake, and again at Cheyenne either way with Pullman Palace and Colonist Sleeping Cars to and from Denver and Kansas City, thus extending its service to the south..

"The Overland Flyer" is a daily through passenger express train over the same route, equipped with Pullman Palace Sleeping Cars and Day Coaches between Portland and Council Bluffs, Pullman Palace Sleeping Cars and Day Coaches between Portland and Spokane Falls, and Pullman Colonist Sleeping Cars between Portland and Kansas City. This train connects at Cheyenne either way with Pullman Palace Sleeping Cars to and from Denver, Kansas City and St. Louis, and also with Pullman Colonist Sleeping Cars to and from Council Bluffs.

**Pullman Palace Sleeping Cars** with drawing rooms and smoking apartments combine every luxury, convenience and accommodation possible in railway travel. These are in charge of uniformed conductors and porters who will attend every want and comfort of passengers.

**Pullman Colonist Sleeping Cars** are of modern pattern and but little inferior in comfort and convenience to first class Palace Sleeping Cars. They are provided with separate lavatories and toilet rooms for ladies and gentlemen, and smoking is strictly prohibited. Each car is attended by an uniformed porter whose duty is to keep the car clean and orderly and attend to the wants and general comfort of passengers. These cars are furnished by the Pullman Company with good mattresses, clean and comfortable bedding and curtains. Schedule of rates for Pullman Car accommodations are given on page 80.

**Reclining Chair Cars** are for the accommodation of passengers during day or night and are for free occupancy by holders of first or second class tickets. These more than supply the place of the Free Colonist Sleeping Cars now withdrawn between Portland and Chicago.

**The Dining Cars** are under the Pullman Company's management and are maintained at the highest grade of service. All meals are furnished at the reasonable price of 75 cents each. Travelers on second class tickets, while not entitled to occupy first class coaches, have the privilege of the Dining Car.

**Reservations** on all Sleeping Cars should be provided for as far as possible in advance. Applications to any representative of The Union Pacific System or Agent of connecting lines, will receive prompt attention.

one-third within bounds—and cropping this to wheat but once in five years, in order to accord to each agricultural pursuit a thorough chance in the most general farming—we have an annual production of 100,000,000 bushels. Within the memory of men yet young, we have seen the Genesee valley governing the flour market in the consuming cities. Then by rapid settlement, we have seen the Ohio and Mississippi valleys crowd New York into insignificance; and later, them, in their turn, succumb to the old Northwest, which for years has held supremacy. Figuring as the sole factor, in producing each of these great changes, *population* has upset all former standards, and basis of figures. Population alone has done this, without any aid from sectional increase of yield. Who can say then, that within the limits of this vast territory, population, with its power doubled by the soil's fertility, will not soon eclipse them all, and blow into vagaries the settled principles of three decades? With such a prospect we may safely commit this industry to the future.

The traveler on the O. R. & N. will notice in this county numerous flourishing towns and cities. We stop first at

**COLFAX**—The county seat, 361 miles from Portland, and 87 from Spokane Falls. The city is situated on a flat at an altitude of 2,000 feet, which widens out where the north and south branches of the Palouse river converge. Its business portion has expanded to the full width of the level surface, and is thus limited to little more than one fine main street. Its growth now is lengthwise, and its residence portion is extending up the sides of its gentlest slopes and beginning to add greatly to its beauty. With 2,500 people to-day, it will, when swelled to 5,000, present, for the reason stated, a strikingly handsome appearance. A little further development will force a great change. From a reservoir fed by springs, and located on a high bluff water is distributed through the city. It has a good fire department with two steam engines in constant readiness. In this connection we can state that artesian wells are to be bored for a greater supply of water. The feasibility of obtaining a desired quantity of water, in this region, by boring to a depth of 125 to 150 feet has been demonstrated. It has two graded Public Schools, a Baptist College and also a Catholic College and day school. The various religious sects have their organizations, and 6 church edifices. The secret societies have all lodges, and the G. A. R. a post here. The Masons and Odd Fellows are building a temple to cost \$25,000. It has newspapers, one the first established in the county. Arc and incandescent lights illuminate the city; and a handsomely uniformed police patrol its streets. Three banks find plenty of business, besides several loaning agencies for eastern capital. A telephone exchange reaching over Eastern Washington and Idaho affords communication with surrounding cities and towns. Besides present hotels, an elegant new structure is to be built at once, the city donating \$5,000 bonus. An elegant Court House is being constructed, the foundation being already completed. Considerable manufacturing is done here. This industry comprises 1 roller flouring mill;



BRIDAL VEIL FALLS.—COLUMBIA RIVER.



2 saw mills; 1 agricultural implement factory; a machine and repair shop; planing mills; a sash, door and blind factory; brewery; pork packing establishment; and a creamery. There are 6 agricultural implement houses here, which give some idea of the extensive farming country adjacent. One is impressed with the great business activity and prosperity. As noticed elsewhere the flourishing condition of a city, situated as this is, in the center of one of the finest agricultural districts of the state, is not reflected in its appearance; and the depressing effect of a very high rate for money, is here painfully apparent. This is, everywhere in this region, the one incubus. Money at 12 to 15 per cent. will not permit handsome structures; and when lower, as it soon will be, these prosperous settlements of Whitman county, will assume a beauty and finish conveying some idea of the mercantile success which is now hidden. It exists, however, and business failures are almost entirely unknown. The shipments of grain are enormous and the city is furnished with every facility for an extensive commercial expansion.

City business lots are not high, being \$75 to \$100 per front foot. Residence lots are \$150 to \$500 each, 50x100 feet. Farm lands are all of uniform character, values being governed by proximity to the city, and for remote to adjoining run from \$20 to \$40 per acre. Cheaper money will quickly double values.

From Colfax another branch line of the O. R. & N., extends to Moscow, in Idaho Territory, in a southeasterly direction. Traveling 19 miles on this line we arrive at

**PULLMAN**—A settlement of 600 people, 380 miles from Portland. It is on the south branch of the Palouse, and is a very active, prosperous place; and one of the chief shipping points of grain in the county. Considerable flax is also shipped from here, amounting to nearly 100 cars last year. It is supplied with two hotels; excellent schools; has two churches; one bank; and a newspaper. An artesian well here sunk to the depth of little over 100 feet supplies an abundance of pure water, flowing 50 gallons per minute.

The artesian well is developing into much importance through this section, and the demonstration, that the water can be so easily obtained, is calculated to add greatly to the value of lands not close to streams. In all directions about Pullman lies an agricultural and farming country of Whitman county's best; and the cheapness of both farm lands, and town lots, make it a desirable point for both settler and investor. Pullman enjoys the advantage of two lines of railroad, being at the junction of the O. R. & N. and a branch line of the Northern Pacific. The elevation here is 2,350 feet.

Continuing on southeast we arrive at the terminus of this branch—

**MOSCOW**, Idaho Territory, 389 miles from Portland, and 28 from Colfax. This is a thriving young city of over 1,200 inhabitants, situated in Paradise valley, and is the county seat of Latah. It is not only surrounded by a magnificent farming country, with valuable mineral and timber resources near by, but possesses remarkable beauty of location and great attractiveness. The

city is on a level plateau, at an altitude of 2,600 feet, in front of a gentle terrace covered with residences. Extending back is a fine farming country. Here 12 miles northeast rises Moscow mountain, containing ledges of rich gold and silver ore. The Muscovite mica mine, near by is remarkable for its quality and size. Unlimited quantities of timber are available, and the extent of agricultural land is indicated by annual shipments of about 1,500,000 bushels of grain—the result of unfailing crops of wheat, rye, oats, barley and flax. The city is in every way equipped; has 8 churches; public schools and an academy; two newspapers; three hotels; banks; court house; opera house; two roller mills; planing mill; sash and door factory; and every branch of mercantile business well established. There was \$150,000 expended this year in brick buildings. These things unite with flourishing industries to make it a desirable place of residence, either in the city or on adjacent farms, where land can be bought for \$5 to \$25 per acre.

Resuming travel on the main line at Colfax, we soon arrive at

**GARFIELD**—379 miles from Portland, and 69 miles from Spokane Falls. This settlement was laid out on an elevated level site of 1960 feet altitude, but 2 years ago, and is now an incorporated village, with fully 500 people. Business from a magnificent surrounding country is pushing it ahead rapidly. It has a good public school, three churches; a newspaper and an excellent hotel. A bank has just been organized; and an agency loans money for eastern capitalists. Farming lands about here are very reasonable in price—\$10 to \$30 an acre. City lots are 50x100 feet;—business \$200 to \$1,000, and residence \$50 to \$100 each. There is no river here, but excellent water can be had everywhere, by digging a few feet. The same branch line of the Northern Pacific, met at Pullman, crosses the O. R. & N. here. Further on is

**FARMINGTON**—389 miles from Portland, and 59 from Spokane Falls. Farmington is an incorporated village of 800 inhabitants, and is surrounded on 3 sides by the same splendid farming country, which has made all the new settlements of Whitman county so prosperous; and on the remaining east side by a great timber tract, extending into the Cœur d'Alene country. As an additional resource, exceedingly valuable here, are stone quarries practically inexhaustible, and of the very finest quality. These are of sandstone, and a species of granite. They rise in immense hills, closely situated to the town, and are quarried with ease. This city has an elevation rather greater than most of the county—2,640 feet—but its tributary country is quite equal to the very best in productiveness and easy working. Only deeded lands are to be had. These are reasonable in price, being from \$8 to \$12 for new, and \$20 to \$25 per acre for improved, near to town. City lots are 50x120 feet, and \$500 to \$1,000 for business and \$50 to \$100 for residence. There are 3 church organizations—Methodist, Congregational and Adventist, and good schools, a fine large building having been lately completed. The Masons, Odd Fellows, Knights of Pythias and the A. O. U. W., have lodges here. Two hotels are up to present requirements. The city has a good bank, and a printing office

and all the trades are well represented. We are forced to allude again to the **GREAT ADVANTAGES** presenting themselves anywhere in this region to the farmer and settler. The traveler who stops long enough to contemplate them, will stand in wonder as they multiply, and crowd themselves upon him. The reader can scarcely comprehend them. Wages are high; money is 15 per cent. per annum, and frequently 18; always prevailing is an agreeable and healthful climate; fertility of soil to almost the degree of spontaneity of production; and lands of this character so cheap as to be beyond the reach of very few. Added to all these considerations, the experienced husbandman finds himself here surrounded by conditions which open great opportunities to him, even were the land of New England sterility; the climate of its same severity, and the producing season of its same brevity. What are these? In a country of more than ordinary adaptability to dairying, he will find himself in the midst of buyers of butter at 25c to 45c and cheese 20c to 25c per pound; where hogs are raised as well as in any place east of the Alleghanies, lard is in demand at 15c, and bacon at 14c per pound; and, when all the conditions are most favorable to the easy and successful raising of poultry, eggs are, in the Spring, 20c to 25c per dozen, and poultry, in the Fall, is at 20c to 30c per pound. Most farmers buy these things. The wind will fill the sails of all who spread them here; and all these opportunities will continue just as long as agricultural machinery thrills and excites the bucolic mind, and breeds in it a desire to be a great, rather than a good farmer. What a response this county will everywhere make to the farmer, to whom experience has taught method, and in whom necessity has bred thrift.

A. M. CANNON, President.

B. H. BENNETT, Cashier.

R. L. CLARKE, Asst. Cashier

# BANK OF SPOKANE FALLS,

Spokane Falls, Wash.

*THE OLDEST BANK IN EASTERN WASHINGTON.*

Surplus \$110,000. Paid up Capital \$150,000.

A General Banking Business Transacted.

**Immigrants** can cash their Eastern Exchange at par without delay or expense at this Bank.

Capital Invested for Non-residents.

*Interest allowed on time deposits.*

## SPOKANE COUNTY.

Area Sq. miles 1,750. Population 48,750.

**SPOKANE COUNTY** lies directly north of Whitman, adjoining the Cœur d'Alene country of Idaho. It consists of mineral, timber, grazing, and fertile agricultural prairie lands. These various sorts are well interspersed, no one kind prevailing exclusively in any one portion of the county. The finest body of agricultural land is in the southern part of the county, into which extends the Palouse country, narrowing as it goes north, and changing as we near Spokane Falls (pronounced Spo-khan) into a beautiful open timbered country; not so thickly wooded, however, as to prevent much of it being good grazing and farming land. All over the county are fine plateaus of gently undulating prairie, of deep rich soil. Between these are varied expanses of timber, and extensive bunch grass pastures, adapting it to stock raising on a large scale.

The yield of cereals is prolific; the cultivation of wheat, rye, oats, and barley, being attended with great success. General farming is followed by the best of results, wool, beef, butter and cheese, contributing largely with their productions. Horse raising is alone an immense industry; and shipments of these animals throughout the country, where they have a wonderful reputation, is constantly increasing.

If in the production of all the hardy varieties of fruit, the development is not what we may call great, it arises more from lack of culture than adaptability. In the western part of the county, somewhat to the north, is a light, gravelly section, possessing great capabilities for fruits. While for agricultural pursuits the rainfall of 18 to 20 inches, is sufficient for all crops, this region, like the Snake river belt, needs, on account of the gravelly nature of the soil, but the use of a little water; such as is at hand, to be attended with surprising results in fruit culture. Orchards are being put out, however, and market demand, so near at hand, will greatly stimulate this industry in the future.

The county is everywhere finely watered by streams and lakes, and all portions of it traversed by railroads. About all of what might be called the good lands of the county are taken up, but there is still considerable yet open for entry, which will turn out valuable to the settler. All lands are cheap, however, and \$7 to \$15 per acre will buy desirable farms. The U. S. Land Office for this section is in Spokane Falls. The climate may be called about the same as that of the Palouse country north of the Snake river, but may be safely put down as a degree milder. The altitude is about 2,000 feet.

Passing north through this county the O. R. & N. continues its course through the finest farming land to the head of the Palouse country. The physical conditions are the same and the productions not only continue without any deterioration, but are in many respects more inviting still to the immigrant. The climatic conditions are quite as mild; the precipitation is

varies at all becomes greater; and water is even more plentiful with scarcely a quarter section devoid of a fine spring. Settlements here are the newest on the line, but the advantages to the immigrant are apparent in their vigor. In this choicest farming portion of the Palouse country the thriving town of

**FAIRFIELD** best reflects the rapid changes going on here to which we have so frequently called attention. Here is a settlement of but a few months age. It is beautifully located in the rolling prairie, within sight of the Cœur d'Alene mountains, 416 miles from Portland and 33 from Spokane Falls. It is well laid out, has broad and attractive streets, and a handsome railroad station. Besides other grain warehouses, one of the largest Pacific Coast Co.'s bulk loading elevators on this division, affords at once an evidence of the productiveness of its surrounding fertile country. These bulk loading elevators now appearing everywhere through this region, are the most indicative feature of the progress this section is making, and are working here as they have in the east, the emancipation of the producer from the clutch of the factor and money lender. Expensive sacking is no longer necessary by the farmer; cash on delivery is obtainable, and the long winded accounts with warehousemen, to be traded against at ruinous rates of interest, while awaiting slow returns for grain, are becoming a thing of the past. The bulk loading elevator marks progress and is the best evidence of improvement one meets here. This will convey a great deal to the intending settler who seeks a location where advancement is certain and modern mercantile ways prevail. Nothing explains the rapid growth of new settlements compared to the slow progress of older ones here, more clearly than this discrimination of the immigrating settler. It is in the new city and the new village where unity and concert of action are met; where every enterprise finds encouragement, and where zeal encounters only sympathy. Cœur d'Alene lake is but 18 miles distant and the mining camps of that district stimulate mercantile business by demand for supplies from this near by point, while they render agricultural pursuits here very lucrative, as do also the unsupplied demands from the north for all farm produce for the rapidly growing

### CITY OF SPOKANE FALLS.

**T**HIS CITY is the terminus of the Washington Division of the O. R. & N. 449 miles from Portland. Travel has revealed thus far great neglect of magnificent advantages. Here at this northwestern gateway of the Inland Empire are seen the efforts of an energetic people to avail themselves of their opportunities. The current of immigration that is to spread through this vast region to people its extensive territory, cultivate its broad fertile plains and unfold its wealth of resources is apparent at a glance. The indications of

**GROWTH AND EXPANSION**, upon close examination become delightfully assuring. Railroads are centering in and immigration tending to this city throbbing with energy. Its 22,000 or more people to-day, where it had but 1,000 five years ago; its 8 diverging lines of railroads now, where it had

*Subscribe for the SPOKANE GLOBE,* THE REPRESENTATIVE WEEKLY OF THE NORTHWEST.

# FAIRFIELD

Land and Townsite Company.

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Lots For Sale.*

Splendid Opportunities for Merchants and Manufacturers where Demand  
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**Fertile Farms, Certain Crops, Prosperous People.**

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Grass, Grain and Fruit Lands of the Choicest Quality Ready for  
Occupancy, Obtainable at Reasonable Prices, and Upon Most  
Advantageous Terms, Close to a Great and Growing  
City and Extensive Mining and Lumbering  
Districts Where the  
Want and Necessity of Farm Products are Urgent and Stimulating.

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For particulars apply to

**J. W. BRADSHAW,**

*Secretary and Treasurer Fairfield Land and Townsite Company,*

**FAIRFIELD,**

**Spokane County,**

**Washington**

NEWBERY, GILLIAM & Co.

*Insurance and Loans.*

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N. P. R. R. LANDS AND TOWN LOTS.

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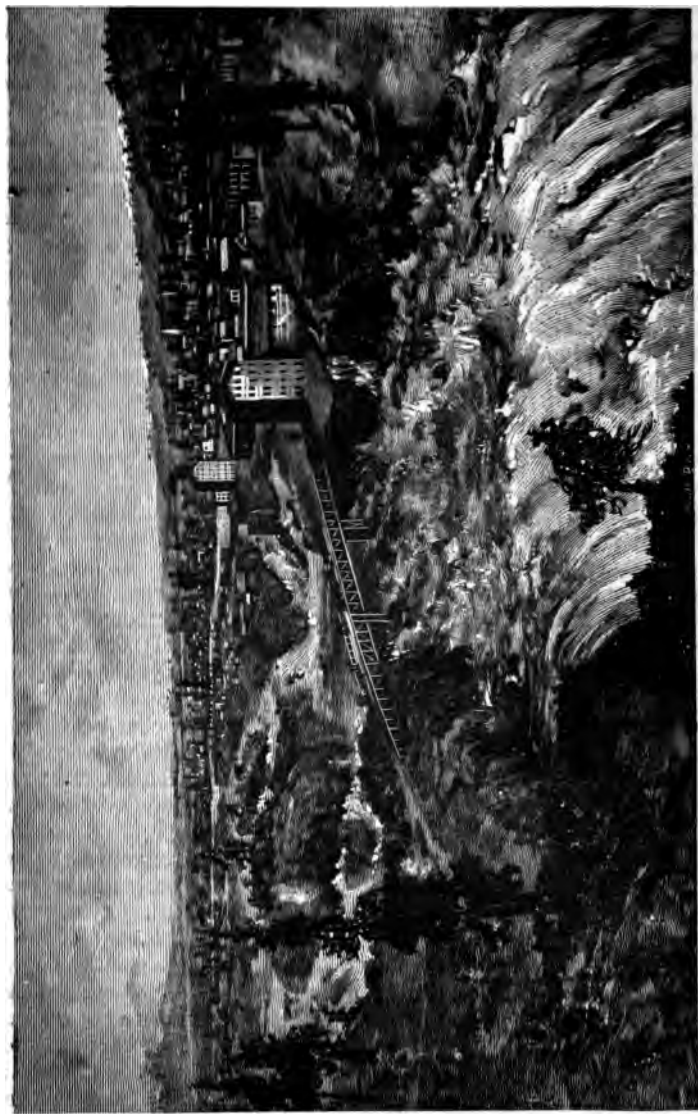
SPOKANE FALLS.

WASHINGTON.

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but 1 then; its industries instead of nursing and stimulating to keep alive, forging ahead for supremacy; and its great and lofty buildings, of brick, granite, and plate glass, overlooking, here and there, only the remnants of its first and early settlement, confirm all we have hinted and said of a development of this country, which could not be much longer delayed; and justify to-day more flattering and extravagant predictions for the future than we have yet made. From the village of wood to the city of brick and granite; and from the mining camp to the manufacturing center, the transition has been with dramatic rapidity. No community ever more quickly discarded stage coaches for railroads, or snuffed the miner's candles to illuminate with the electric light. Every department of industry is bustling with activity; and each succeeding improvement is accomplished with less friction, as one industry stimulates and employs another. Some idea of the rapidity with which its expansion accelerates each year, may be had from a few facts. Of its 20,000 population 15,000 have been acquired in 3 years and 19,000 in 5 years, or since its first railroad was completed in 1884. Two years ago its enormous water power was owned promiscuously, and we may say running to waste. Within that time its ownership has passed into corporations, and been organized to encourage manufactures by the proper utilization. Of its 10 banks with \$3,500,000 deposits, 7 have been organized within the last year. Inside of two years 18 miles of cable, electric motor, and horse railway have been commenced, and some completed. Within that time 22 miles of the best Macadam roadway have been laid through its broad streets and avenues; and real estate improvements and buildings for 3 years amount to over \$25,000,000. Here are the schools; the churches; the hospitals; the societies; the newspapers; the trades; the mills; and the factories, as yet, scarcely able to meet the city's demands. The electrical development alone forms a great industry. The new Holly system of water works now being built are to be almost perfect, with an unlimited pressure derived from its water power, that will render all engine apparatus in its fire department needless. Its theaters; its hotels; its race track and fair grounds; its miles of gravelly driving roads, extending out in all directions; its pure water; lovely location; delightful and healthful climate; and its rapidly developing social organism, as wealth establishes art and architectural beauty, make it, aside from its commercial and metropolitan advantages, a most delightful and inviting city of residence, replete with luxuries. The city was laid out on the south bank of the river, and this, something less than a mile back, is circled by a gentle bluff which is being gradually covered with handsome residences. These command a fine view of the whole city; and the mountains which rise in the distance on the north and east lend a picturesque adornment. Two years ago the city was confined to this south side of the river; but to-day 10 bridges span the Falls, and on the north side the city has so extended itself that by the time it has doubled its present population the larger portion of it will be on that side. Of these 10 bridges, 7 were built during the past year. Business lot





**SPOKANE FALLS IN 1888.**

*From an Oil Painting, the property of H. Bolster.*

# SPOKANE FALLS.

The City of Spokane Falls is in the new State of Washington, about 400 miles west of Helena, Montana, and 400 miles east of the Puget Sound cities of Tacoma and Seattle.

It is the Metropolis of the territory embracing portions of Washington, Oregon, Idaho, Montana and British Columbia, of a combined area of not less than 200,000 square miles.

It has risen from a population of 3,000 in 1884 to 22,000 in 1889.

It is the Southern and exclusive terminus of the Spokane Falls & Northern Railroad, that extends to British Columbia on the North, and that passes through a new, rich and prosperous mining and agricultural country of at least 50,000 square miles in extent.

It is the Northern and exclusive terminus of the Spokane & Palouse Railway, that passes through 12,000,000 acres of the most fertile wheat land in the world.

It is the Northwestern and exclusive terminus of two railroads that run into the famous Cœur d'Alene silver, lead and gold mining region of Idaho.

It is the Eastern and exclusive terminus of the Seattle, Lake Shore & Eastern Railroad, that is being constructed through the Big Bend agricultural country of Central Washington, to the city of Seattle on Puget Sound.

It is the Eastern and exclusive terminus of the Central Washington Railroad, that is being built through Northwestern Washington, 100 miles being now completed.

It is the Northwestern terminus of the Pacific Division of the Union Pacific Railway system.

It is the Principal City on the Northern Pacific Railroad between Minneapolis and Puget Sound.

It will have an extension of the Manitoba or Great Northern Railway during the next twelve months.

It will make connection through the Spokane Falls & Northern Railway with the Canadian Pacific during the next summer. It will then have the advantages of a connection with four transcontinental railroads.

It has a Water Power second to none in the world, by which are now operated the electric plant of the city, the water works of the city, the Electric Street Railway system, the Cable Street Railway system, and all the flouring and saw mills of the city, and that is capable of developing at least 60,000 horse power.

It will be the great mining and manufacturing center of the Pacific Northwest.

It has now in course of construction \$6,000,000 worth of new buildings, and another six million dollars worth will be begun and finished within the next twelve months.

It is in a State out of which was sold four times as much government land during the past twelve months as in any other State or Territory in the Union.

It is in a State in which more miles of railroad were constructed during the past nine months than in any other State or Territory in the Union, with one exception.

It will be, it may reasonably be assumed, as large a city as either Minneapolis, St. Paul, Kansas City, Omaha or Denver.

Investments made in any of these cities five years ago would to-day yield enormous returns. Investments made in Spokane Falls to-day will yield equally as large returns five years hence.

We are prepared to give the fullest information and to make investments for non residents.

**H. BOLSTER & CO.,**  
Spokane Falls, Washington.

are 50x142 and 60x142 feet with rear alleys; these are selling from \$100 to \$800 per front foot; the latter on best thoroughfares. These with modern buildings erected, rent quickly at rates which pay 10 per cent. upon a valuation of \$2,000 per front foot. Residence lots are 50x120 and 50x150 feet and sell from \$100 to \$1,500 each. Lots on the line of the cable and electric motor railways, 2 to 2½ miles from the center of business, range from \$200 to \$500 each. Residence lots which bring \$1 500 are either on the hillside near business centers, or on the river front commanding a fine view, and are not easily duplicated. Real estate loans are made here at 8 to 10 per cent., and bank loans, short time, 10 to 12 per cent. showing that there are still great chances for the money loaner here. Cable railroad bonds drawing 6 per cent. were floated lately in the east at close to par, and the city is becoming so established that money will before long probably rule much lower. While real estate is active here, still there is no craze; no rush to buy lots to hold until another purchaser appears to take them at an advance. Lots are bought to be built upon, and buildings to be occupied, as best profits can be in that way obtained. In looking for the causes that have inaugurated this rapid growth and development, we have but to recall a part of our late journey, and point to the tour we shall resume after leaving this city. In these surroundings we find not alone the productions which are to maintain and support this expansion; but the resources that are to stimulate new enterprises, and multiply the efficiency, and perfect the operations and productive power of all this city's great industries, by making this one of the principal centers of a numerous population. A seaboard city may require but one thing to make it great and prosperous—an excellent port, with a spacious, sheltered harbor. To utilize such a location population will come in disregard of climate, surroundings, or distance. But away from the seaboard to found

**A GREAT INLAND CITY** demands some of the following advantages in a marked degree to make it prosperous and growing. Convenience and beauty of location, with a healthful and agreeable climate; an extensive surrounding country rich in mineral deposits and timber; or prolific of agricultural products affording an abundant supply of raw material; advantages and power for manufacturing cheaply; and excellent facilities for transportation. Rochester possessed some of these advantages in a high degree, and they made her the greatest inland city of the United States. Lowell, Manchester, and Paterson possessed some of them, and they made each pre-eminent in its specialty. Minneapolis and St. Paul possessed some of them in very desirable connection, and they rose so rapidly and securely as to stand almost solitary instances of a boom without collapse. Spokane Falls possesses them ALL, in admirable conjunction, and to a degree that the combination of all the cities named cannot surpass it, in any one particular. Let us proceed now by an examination in detail, to see whether we have over-estimated any one of of them. In its inland situation it could hardly be improved; and every advantage, which tends to facility, also conspires to beauty. The climate is

## SPOKANE FALLS REVIEW

Contains full associated press reports together with large special telegraphic service, is reliable and the representative paper of the State. Daily \$10, weekly \$2.50 per year.

# SPOKANE • FALLS.

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GREEN BLOCK,  
SPOKANE FALLS, WASH.,

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REFERENCE: SPOKANE NATIONAL BANK.

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**Pamphlets** descriptive of the Resources and Surroundings  
of this City mailed free upon application.

that of Eastern Washington, improved if anything, by a longer Spring, and liability to later rains—continuing to July. The shortness of its Summer weather absolutely devoid of rain; the brevity of its Winter beginning towards the holidays, and breaking up with Spring in February; and the rapidly dissipated extremes of either, afford it a climate leaving little to be desired, and nowhere to be equalled east of the Rocky mountains.

**THE WATER POWER.** The city is built upon a great level plateau divided by the Spokane river, the outlet of the beautiful Cœur d'Alene lake, 30 miles distant, itself fed by numerous pure mountain streams. This river, whether we speak alone of its beauty, or of its utility, has nowhere its superior; and if we regard it in its combination of both, nowhere its equal. In its course 1,300 feet through the city it has an admirably dispersed declivity of 157 feet. Within this limit its waters are diverted into 4 smaller streams and rapids, by islands of solid rock formation, which enhance its beauty no less than they multiply the opportunities for the availability of its power. Below these islands the waters converge again and flow on in successive falls until they make a final plunge of 60 feet, and move placidly along through a deep gorge. Difficult as it is to picture its beauty it is still more so to estimate its driving force. This is authoritatively put down to a net efficiency of 30,000 horse power applicable at the lowest possible stage of water. Mr. J. T. Fanning, Chief Engineer of the Washington Water Power Co.'s property in this city thus states it, and says further; "this power in comparison with water powers so far developed in any country, is almost the peer of them all." The power is so far beyond what can be utilized; and what can be utilized is so far beyond what the requirements can ever demand, even were the manufacturing of Minneapolis, Rochester, Manchester and Paterson, all concentrated here, that the amount of it is, in reality, no subject for discussion. But there are advantages in connection with the employment of this power, which are in few, if any, large cities elsewhere possible. The water power which has so largely contributed to the prosperity of other cities, like Minneapolis and Rochester, is comparatively not only imperfect but expensive. Here the flow of water is uninterrupted by ice, and continuous every day in the year, the volume never being low enough to make reliance upon any other source of power necessary. The advantage at Minneapolis, where millions have been expended by the government to render its water power effective, are largely dissipated by the required maintenance of steam power, in its mills, to insure uninterrupted working. Such an expense detracts largely from its value, and adds much to the cost of manufacture. Surely for advantage of location and ability to manufacture cheaply, Spokane Falls is without a rival.

**TRIBUTARY COUNTRY AND RESOURCES.** For a city with a more extensive, more fertile, and more productive agricultural country tributary to it; and contributing, at a primary point, raw material in greater abundance and variety, for the employment of its power, and the expansion of its indus-

# THE MINNEAPOLIS OF THE GREAT NORTHWEST.

**The Unrivalled Water Power of Spokane Falls.**

*To Manufacturers and others.*

The Washington Water Power Company has now completed extensive improvements to the WATER POWER OF SPOKANE FALLS and are prepared to lease mill sites with power on long terms at reasonable rates to manufacturers. The Company is putting in a series of Power Stations in which they will distribute improved horse power from a shaft, leasing power from five horse power upwards, with buildings suitable for manufacturing purposes. The company's property is right in the heart of the city of Spokane Falls, and sites can be secured with good business frontage and with power delivered throughout the premises. The water power of Spokane Falls is the finest on the Pacific Coast. It is absolutely reliable at all seasons of the year. Spokane Falls has now a population of 28,000 People, eight railroads radiate from it into the various mining and agricultural regions which surround the City. It is the largest wholesaling point in the State, and is the best flour milling center on the Coast.

The Washington Water Power Company have now improved some 3000 horse power.

For full particulars apply to

**W. S. NORMAN, Secretary,  
Washington Water Power Company,  
SPOKANE FALLS, WASH.**

tries, where shall we turn? Lying to the south, and beginning but a few miles from the city, stretches out the Palouse country with its enormous supply of grains, wool, cattle and horses; while farther on is the great Walla Walla valley, unmatched in its various productions of grain, fruits, wool and stock. On the west the Big Bend country—greater in extent than the Palouse and Walla Walla together—is developing the same agricultural possibilities; and presents a still wider field for wool and stock. Again on the north, in addition to its own numerous prairies, and fine tracts of timber, are two great valleys—the Colville and the Calispell—in Stevens county, with their valuable timothy meadows, and rich agricultural, grazing and timber lands. In addition to all these surroundings there is on the north and east a mineral belt, comprising the Kootenai, Pend d'Oreille and the Cœur d'Alene districts, many miles in extent, equally rich in gold and silver as the Colorado mines, which built Denver from a city of less than 5,000 people in 1870, to over 100,000 to-day. Covering this territory, between the Cœur d'Alene mountains and Spokane Falls, is an inexhaustible supply of the finest timber. Some 9 miles north of this city are veritable mountains of granite, easily quarried, of excellent texture, and almost white in color, which is figuring very largely in the substantial building of Spokane Falls to-day. It may assist very much in forming a correct estimate of the value of this granite, to know that the first railroad ever built in the United States, with a view to carrying freight, was into the granite quarries of Quincy, Mass. This was 4 years prior to the steam railroad built between Albany and Schenectady. In the construction of the Cascade Locks on the Columbia river this granite is now being used. Here, then, are climate; facility of location; an extensive agricultural country, and its productions; vast mineral deposits; an inexhaustible supply of timber; and unlimited power to manufacture material cheaply; all existing as natural advantages, and requiring but one human agency to bring them into conjunction—

**THE RAILROADS.** A glance at the map will show what energy has been displayed in acquiring means of transportation. To the south the O. R. & N. extends through the Palouse country, and further on through the Walla Walla valley; and with its numerous branch lines penetrates all the finest sections of both regions, and connects at Pendleton, Or., direct for Portland, west, or for all central and southern transcontinental points, by way of the Union Pacific. It has in addition to this through southern line, the Spokane and Palouse into Whitman county. Leading out to the southwest, is the main line of the Northern Pacific, through Franklin, Adams, Yakima and Kittitas counties, for Puget Sound connections. To the west, is the Washington Central—and stretching out in the same direction the Seattle, Lake Shore and Eastern, both penetrating the Big Bend country, and now building on for other Sound connections. These 3 roads will pass through the finest coal and iron belt of Washington. Again the Spokane and Northern, up the Colville valley, makes British Columbia connections, opening up an entirely new

—GO BY THE—

# Union Pacific Railway

FROM SPOKANE FALLS TO ALL POINTS

## EAST, SOUTH AND WEST.

THE ONLY LINE THROUGH THE WONDERFUL PALOUSE  
COUNTRY AND THE MAGNIFICENT  
WALLA WALLA VALLEY.

### Two Daily Trains via Pendleton

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*“THE LIMITED FAST MAIL”*

TO CHICAGO WITHOUT CHANGE IN THREE DAYS.

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To Chicago, St. Louis and Intermediate Points Without Change

FOR PARTICULARS OF EQUIPMENT AND ACCOMMODATION FIRST AND SECOND CLASS ON THESE TRAINS SEE PAGE 106

Also via Pendleton for

**PORTLAND, SAN FRANCISCO AND PUGET SOUND**

**THE SAME TWO DAILY TRAINS GOING WEST.**

**Elegant Iron Steamships** of the Union Pacific Railway Company leave Portland for San Francisco every four days. Fare, berths and meals included, \$16; round trip, unlimited, \$30; steerage \$8. Children under twelve years half fare under five free.

For tickets, rates, sleeping car and steamer accommodations, and all other information call upon

**PERRY GRIFFIN,**

*Passenger and Ticket Agent, Union Pacific Railway Co.,*

**SPOKANE FALLS, WASHINGTON.**

**Trains leave from Union Depot, Cor. Washington and Mallon sts., North Side.**



country of vast resources, and surprisingly rich in timber, agriculture, and minerals. This line is destined to do for Spokane Falls, what the O. R. & N., has done for Portland. Extending east is the main line of the Northern Pacific, connecting with Duluth, Minneapolis and St. Paul; and in addition, its branch—the Spokane and Idaho—reaching the Cœur d'Alene, affords direct ingress to the developing mines of that region. Here Spokane Falls has a railroad system, which it took Minneapolis and St. Paul 30 years to achieve, acquired in 5. Not much longer will it figure in the prosperity of Spokane Falls, to tell what the railroads are to do for it. It begins, already, to be interesting to note what Spokane Falls is doing for the railroads. Two years ago, one-twelfth the gross earnings of the Northern Pacific—then about \$12,000,000—was contributed by this city; and now the passenger and freight receipts here are \$300,000 per month. Spokane Falls need no longer devise ways to get railroads; the railroads will henceforth scheme to reach Spokane Falls. With the system of railroads, as we have shown complete, the conclusion is irresistible, that no city in the United States, with any pretensions to manufacture cheaply, is better supplied than Spokane Falls with *all* the raw materials—grains, wool, flax, hides, pelts, timber, and minerals—and all in such abundance as not only to maintain the present development of the city's industries, but to expand them indefinitely. Now, that we have found the causes of Spokane Falls' expansion and growth, let us estimate, if we can, the probable results. The present conditions, viewed with the light thrown upon them by past events, point conclusively to

**THIS CITY'S FUTURE.** Manchester, by reason of its power alone, has enabled New Hampshire to turn out cotton and woolen manufactures to the amount of \$30,000,000 annually. What may not Spokane Falls do, located at the very primary point of this great wool production? Will not the fact that Boston wool dealers are, all over the Inland Empire to-day, buying for their eastern mills, suggest the answer? Paterson, with its power, is giving employment to 12,000 hands in its silk mills alone. If this can be done in an imported article, what are the possibilities here, in a more necessary article of local production? Minneapolis, with its power giving employment to thousands, and with nearly \$20,000,000 invested in mills, is shipping flour to Liverpool, at quite as much expense as it might go from Spokane Falls by way of Portland. We might continue instances to a degree of tediousness; for Rochester is selling boots and shoes all over this country; Grand Rapids is supplying furniture here; and the New England woolens are clothing this people. Being then the natural point for manufacturing, and with every facility for distributing, to reach the same development as these eastern points, in the manufacture of its materials at hand, but one thing is necessary, the concentration of these industries here; and this will come, in the future, with population. And this future is not very distant, and we may recognize its advent in the processes that are at work to assist its coming. Let us see what aid Spokane Falls is giving to hasten this. Shortly after entering Wash-

# Chicago and Atlantic, and Erie Railways



IN CONJUNCTION, CONSTITUTE A GREAT AND POPULAR THOROUGHFARE  
BETWEEN

## CHICAGO AND THE ATLANTIC SEABOARD.

THIS LINE IS WITHOUT A PEER IN THE OPERATION OF

**FAST VESTIBULE TRAINS** Comprising First and Second-Class Pullman Palace Buffet Sleeping and Drawing Room Cars, placing at the disposition of all classes of travel the most Elegant and Complete Vestibule Service in either direction between **CHICAGO and NEW YORK.**

This luxurious train, lighted throughout by gas and heated by steam, leaves Chicago daily at 10:30 a. m. affording an enchanting view of the sublime scenery peculiar to the Erie Railway, and is open to all classes of travel. No Extra Charges for fast time and unsurpassed accommodations.

To the passenger to or from New England, we may with propriety emphasize the announcement of its being **The Only Route** via Albany, to or from Boston, equipped with the

### VESTIBULE PULLMAN PALACE CAR SERVICE.

The differential passenger fares inaugurated by this line assure a lower rate than is charged by competing routes longer existing, and is an item worthy of consideration in computing the cost of a journey.

To **Chautauque Lake** there is from Chicago but one direct railway, the **Chicago & Atlantic**, with attractive tourist and excursion rates, covering the entire period of each season, to


**LIMA, MARION, MANSFIELD, AKRON, YOUNGSTOWN, MEADEVILLE, JAMESTOWN, HORNELLVILLE, ELMIRA AND BINGHAMPTON.**

**AND ALL POINTS ON THE ERIE RAILWAY IT IS THE DIRECT, QUICK THROUGH CAR LINE**

**G. M. BEACH,**  
*Gen'l Manager.*

**F. C. DONALD,**  
*Gen'l Passenger Agent.*  
**CHICAGO, ILLINOIS.**

ington it was so obviously the case as to occasion remark, that the country's development was far in advance of all the small cities and villages, and provoked contrast with eastern cities, where almost invariably agricultural development followed the founding of a city, and seldom preceded it. Under ordinary conditions of natural growth, that is to say, growth by the natural increase of native population, this could not be the case, for it is manifestly true that under such conditions the trade, commerce, manufactures, and mercantile business of a city, are only the outgrowth of the farmer and producer; but in the United States where settlement, and the increase of population, has been so largely the result of immigration, the reverse has more frequently been the case. As instances; Chicago was a city, of much pretension, before any of the country about it was settled; and it was many years after it was established, before agricultural products found their way there in quantities, beyond its own requirements, for shipment and distribution elsewhere. Minneapolis and St. Paul were flourishing cities before the country now tributary to them was taken up for settlement. But it is not difficult to see the great purpose they were serving. For years they were but the receiving and distributing points for an unceasing flow of immigration. They established and located these immigrating strangers on quarter sections for hundreds of miles about them; and thus securely established themselves in the expansion they had made; and planted, around themselves, those future aids for their development, which furnished the means and resources for turning what the world called senseless booms into populous and prosperous cities. Even stupidity itself, after seeing this thing repeated so often in the east, must admit its inevitable recurrence here. Precisely what those cities did, Spokane Falls is doing to-day,—preparing the way; and precisely as the prosperity, which those cities inaugurated, was not confined to themselves, but extended over thousands of square miles, in the old Northwest, just so the prosperity of Spokane Falls will extend—is extending all over this new Pacific Northwest. Provincialism may deplore this, and petrification refuse to acknowledge it, but anyone, who has traveled over this whole country, will recognize in the valuable relation of the producing to the support of the manufacturing and consuming sections; and in the congruous adjustment of the various industries, that Spokane Falls is doing more to develop this great domain, than all the other causes now at work; and is thus multiplying her resources, expanding her industries, and increasing her wealth. If this development, and expansion is going on more rapidly here than has been witnessed elsewhere, it is only because the participants in it are the same generation, who have seen it so often before, and comprehend the situation now. Spokane Falls is not traveling in the tortuous and uncertain road of conjecture and experiment; it is marching directly ahead, in a beaten path, where everything has been demonstrated beyond peradventure and speculation. Wonderful enterprise and activity have been shown here, in preparations, to meet this growth, and accommodate this increase of population. The



closer the scrutiny that is made here, to ascertain the real condition of affairs in this city, the more the visitor will be impressed with the fact that the activity he sees is real business; and no matter what system of measurement he applies, to test the stability and genuineness of its expansion, he will become the more convinced that it is but the result of the necessity of its surroundings. Natural advantages are too bountifully bestowed here to be contemplated with cold indifference, and one is more interested in what he sees here, than in what anyone tells him.

**MEDICAL LAKE** is 26 miles from Spokane Falls. There are properly 3 lakes, all of great depth, and differently impregnated with alkaline salts. They are said to be exceedingly efficacious in the cure of rheumatic, skin and nervous diseases, and wonderful stories of cures performed are told; and in a manner not to be doubted. The salts obtained from the evaporated water are sold for their medicinal properties. There are hotels for the accommodation of invalids, and many resort to these waters.

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# SPOKANE NATIONAL BANK,

(UNITED STATES DEPOSITORY.)

SPOKANE FALLS, WASH.

**Paid-up Capital,     -     -     -     -     -     \$100,000.**

*W. H. TAYLOR,*  
*President.*

*CHAS. HUSSEY,*  
*Vice-President.*

*W. HUSSEY,*  
*Cashier.*

The only Bank Having Connecting Banks in the Towns of  
Murray, Wardner and Wallace in the Great  
Cœur d'Alene Mining Region.

**CORRESPONDENTS AT THE NEW MINING CAMPS OF CHLORIDE AND RUBY CITY.**

*Correspondence invited. Inquiries, whether from regular correspondents  
or not, receive prompt attention and are cheerfully answered.*

## STEVENS COUNTY.

**Area sq. miles 8,000. Population 2,734.**

**T**HIS COUNTY lies north of Spokane and occupies the northeast corner of Washington, bordering on the British Possessions. Fully one-half its territory is absorbed in the Colville Indian Reservation, lying west of the Columbia river which flows south through the county dividing it midway. Much of the county has never been surveyed, and until of late little disposition has been shown to settle it. But within a short time its agricultural importance and rich mineral deposits have attracted much attention, and immigration is quite brisk. The surface of the country is a great rolling plateau, with deep valleys of remarkable fertility. Two of these—the Colville and the Calispell—are of importance. Up the former of these the Spokane and Northern railroad passes, and will soon be completed to the Little Dalles, a point on the Columbia river near the British Possessions. The agricultural lands of these valleys are not only well adapted to the prolific production of all small grains, vegetables, and fruits, but have hundreds of thousands of acres of meadow lands on which timothy grows to perfection. This renders them of more than ordinary value to this section, now assuming such importance as a horse-raising center. Over the valleys are vast bunch grass grazing ranges, extending into valuable timber forests of pine, fir, and large tamarack, in unlimited quantities. Its resources in minerals are unbounded; and comprise gold; silver; lead; iron; marble in great variety; limestone; and granite. The raising of horses, cattle and sheep, are one of the chief industries, and large numbers are annually shipped.

Everywhere are found countless streams watering the country, and in many places supplying excellent power. The valley lands are being rapidly taken up, but any quantity of good farming lands, is open for entry under the government laws. The U. S. Land Office having jurisdiction over this section, is located at Spokane Falls, where inquiries may be made and all information obtained.

The climate is salubrious and delightful without extreme Winter or Summer weather, which renders the wintering of stock both easy and profitable.

**COLVILLE**—The county seat, is situated in the northern part, and is fast assuming importance. It is fairly on the way to be a populous and business center.

## LINCOLN COUNTY.

**Area sq. miles 2,150. Population 8,115.**

**L**INCOLN COUNTY, lying west of Spokane, comprises the eastern portion of what is known as the Big Bend country. This name is given it by reason of a big bend made here, in the course of the Columbia river, which

# The Big Bend Country.

**T**HE last extensive body of vacant Government Land in Washington, equal to the very best. No irrigation needed in this section. The business field practically unoccupied.

## **WATERVILLE,**

The county seat of Douglas County, is the youngest yet largest town in the BIG BEND. It is the market place of

## **THIRTY-ONE TOWNSHIPS**

of the best agricultural land in the BIG BEND and the centre of trade for the LAKE CHELAN, METHOW and OKANOGAN COUNTRIES. It is the terminus of

## **THREE STAGE LINES**

running north, east and west. Location and surroundings magnificent. It is on the

## **SURVEYED RAILROAD LINES**

of the Seattle, Lake Shore & Eastern and the Central Washington (both building to us rapidly), short lines between SPOKANE FALLS and the SOUND.

## **MERCHANDISE GREATLY NEEDED**

to supply the immense agricultural, mining and lumbering trade.

## **NO COMPETING CITY**

nearer than eighty miles. Will be another Spokane Falls within five years.

## **ONLY 2 YEARS OLD. 249 BUILDINGS.**

For circulars and maps apply to the

*Chairman Immigration Com. of Board of Trade,*

**WATERVILLE,**

**Douglas County,**

**WASHINGTON.**

flowing south through Stevens county, to where the Spokane river joins it, turns west, then south, and somewhat east again, before it resumes its course west to the Pacific. This county, while it might be called rolling prairie, is not nearly as much so as Whitman or the Palouse country. Its surface appearance bears a strong resemblance to the Kansas prairie. It may be divided very properly into agricultural and grazing land, with not more than enough timber for fuel and fencing purposes. The whole country is covered with bunch grass, and, until lately, stock and horse-raising was the principal industry; and these have been, and still are attended with much success. For sheep herding many portions offer superior chances. Agricultural development, however, is just now far from slow, in the western and northern portions of the county. The building of the Northern Pacific branch known as the Washington Central, and the Seattle, Lake Shore and Eastern, both from Spokane Falls, has given the county quite an impetus, and advanced it, agriculturally, to a degree with which descriptions of the county have hardly kept pace. The completion of these roads, one to Davenport, and the other to within 4 miles of it, have lately afforded an opportunity to witness improvements in cultivation, of which it has not been supposed the county was capable. The extreme southern portion of the county is, it must be admitted too dry for cultivation without irrigation, and partakes more of the character of Adams, its southern neighbor; but everywhere in the northern half, with the exception of occasional spots, where the basalt rock appears on the surface, the soil is deep and rich, and yields readily to cultivation; and the rainfall, 17 to 18 inches, is sufficient to produce good crops. The principal crops grown are wheat, oats, barley, and rye. Of wheat the yield runs from 15 to 50 bushels per acre. On well cultivated land 40 bushels are easily produced, while oats and barley go 50 to 60 bushels per acre. Clover does very well, and some fine timothy is being grown. White barley is grown for brewing, and Russian barley for hay. Something of a demonstration, quite important, has been made here in bunch grass. To frequent inquiries elsewhere we have received answers that bunch grass appearing only in wild state ran out under cultivation; but here we saw it cultivated from seed gathered on the prairie, and grown 2 feet in height, curing of a bright green color. Such experiments may lead to the production of a native grass, superior to timothy, and others yet to be introduced. Flax will do exceedingly well here. It is not raised, but grows wild. Very fair Indian corn is grown, and some amount raised.

Vegetables and all root crops grow prolifically, and in great perfection. Of Irish potatoes 500 to 600 bushels per acre are a common yield. Sweet potatoes, tobacco, and peanuts, in perfection, are mentioned, as instancing the soil's capacity, though none of them are grown as crops. Excellent fruits, such as apples, pears, plums, prunes, and every variety of berries thrive, and all are raised very successfully. While streams are not numerous the county is well watered; and for domestic and farm purposes most excellent and

abundance of water can be had anywhere, from wells 10 to 25 feet in depth.

The climate, though closely resembling that of the Palouse country, may be called a little milder, and not quite as liable to late and early frosts. Native cattle and horses go through any ordinary Winter, without care, though it is customary, where the strain is being improved, to feed for about 1 month to 6 weeks. Snow falls about the holidays but disappears quickly. Spring opens in February and is long, with a probability of rains till July. Summer is warm, but never oppressive, and nights are cool. Fall is exceedingly pleasant, with reviving rains. The altitude of the county is between 2,400 and 2,500 feet in the central part.

There is any quantity of government lands open for settlement in this county, and also a vast quantity of railroad lands. These latter are for sale at low prices. This county, for immigrants with very limited means, presents great inducements. Settlement has been delayed here, by the entire absence of railroad communication. It is now in process of speedy development, and the best lands will soon be taken. Timber culture claims here do very well, and land is being successfully taken up that way. In riding over this brown and dry looking prairie, one sees now frequent settlements, all new however. But such places have a fresh, green and flourishing appearance, and with orchards and foliage present a pleasing contrast to the wild land, while they indicate the ease with which it may be rendered valuable. We are too apt to compare these new lands with the prairie states as they appear to-day, forgetful of the cheerless aspect they wore before settlement. Those who can recall them as they once looked will be pleased here. To the settler the principal point of interest in the county is

**DAVENPORT.** This is an incorporated village of 800 people 57 miles from Spokane Falls, and is a place of much promise, and bound to grow. It has a good public school; 5 church organizations, comprising Methodist, Catholic, Baptist, Presbyterian and German-Methodist. The Masons and Odd Fellows both have lodges. It has a prosperous National Bank; a local branch of Minneapolis Loan and Building Association; an active and energetic Board of Trade; and publishes a good newspaper. Improvements in the way of building are noticeable. The bank is erecting a fine brick structure, and in addition to several small hotels a very attractive new one, 75x100 feet, is drawing towards completion. Bank rate for money is 12 to 18 per cent., short time, and real estate loans are made at 10 per cent. City residence lots are 50x100 feet, and range from \$25 to \$100 each. Best locations of city business lots are as high as \$2,500, and run down from that price according to location.

**SPRAGUE,** the county seat, contains about 1,500 inhabitants, and as a purely railroad town of the Northern Pacific, is flourishing. In the southeastern portion of the county, in which it is located, the rainfall is insufficient for farming purposes, and, as yet, no means of cheap irrigation are at hand. With this one defect supplied, its surrounding country might challenge comparison with any portion of the county; but until this physical disability is



overcome in some way, this must continue to be practically an unsettled region. It is, however, capable of affording considerable cattle ranges, and some good grazing. Stages from this city and Davenport, Monday, Wednesday and Friday, are the best means of reaching

## DOUGLAS COUNTY.

Area sq. miles 4,000. Population 2,652.

**D**OUGLAS COUNTY comprises the western portion of the Big Bend country. It is situated west of Lincoln county, and bounded on the north, west, and south, by the Columbia river in the big bend it here describes. About all arable land, its climate, rainfall, expanse of open, treeless, gentle rolling prairie, its fertility and the similarity of its productions, make it, in every way, the counterpart of Lincoln county. It is covered with fine bunch grass; well watered; and for farming purposes it improves as its area extends north and west. Not so well settled as Lincoln county, owing to its want of railroad facilities, still sufficient showing has been made to establish it in character as well suited to the most extensive agricultural development, to which it is fast tending; and the well known capabilities of Lincoln county will be acknowledged to attach to it, as the railroads, now in process of building across it, are completed. It is well watered by numerous streams, and wells of a few feet afford water everywhere. There is sufficient timber for use. Exceedingly fertile and desirable lands, in unlimited quantity, are open for settlement, which, with the advent of railroads, will soon become valuable. Even in its remoteness, it offers great chances to the settler in stock-raising. Timber culture claims are successful here, and will turn out valuable, not alone for the land thus acquired, but for the timber grown. The U. S. Land Office for this county is located at North Yakima, Yakima county.

**WATERVILLE**—In the northwestern part of the county, is the county seat. It contains 1000 inhabitants; and is reached by stage and steamer from Ellensburg, Kittitas county, as well as from Davenport.

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DEVIL'S SLIDE.—SCENE ON THE UNION PACIFIC.

## ADAMS AND FRANKLIN COUNTIES.

**Area sq. miles, 3,150. Population, 2,277.**

**T**HESE TWO COUNTIES are entirely composed of arid sagebrush desert, unfit for agricultural purposes without irrigation, and with no means of supplying the deficiency of rainfall, as yet, in sight. Hence we may regard them in one body. They lie contiguous, south of Lincoln, west of Whitman and Walla Walla, and east of Douglas and Yakima counties, extending south into the fork where the Snake and Columbia rivers meet. They contain some bunch grass pasturage, and their only productions are limited to stock and wool. They are but indifferently watered, and all the streams flow from them, affording no opportunities for easy or cheap irrigation. At

**PASCO**, in the southern part of Franklin county, where the main line of the Northern Pacific, which traverses their whole length, crosses the Columbia, en route to Puget Sound, efforts are now being made to procure water by artesian well borings. A depth of 600 feet has already been reached without success as yet. Should the same success attend these efforts, as has been met in the prairie states of the east, the agricultural reports of these counties will be of an astonishing character; for no finer body of fertile land, with this one defect; no more healthful and pleasant climate, can any where be found, than these counties possess.

## CLICKITAT COUNTY.

**Area sq. miles 2,000. Population 5,390.**

**T**HIS COUNTY lies directly north of the Columbia river, along which it extends for a distance of 125 miles west from Wallula to the Cascade mountains, its western boundary. Yakima county bounds it on the north its whole length, and being cuniform, it may be said to have no eastern boundary. Its greatest width is about 25 miles at the Cascade mountains.

Its lands are of three kinds, farming, grazing and timber; into which they are about equally divided. All are, however, of great fertility. Numerous rivers, mountain streams, and creeks, flow through it from north to south, watering it magnificently, and creating a succession of valleys, extending into rolling uplands devoid of timber. Along the Columbia river the aspect of the rugged hills is cheerless not to say dismal; but once the summit of these is reached, the pleasant valleys, and lofty, rolling prairies, gradually increasing in altitude, as we look north, extend for miles and miles beyond, in successive undulations. The valleys are well settled. All the cereals are grown with abundant yield; and pasturage, water and, in short, every requisite abounds to make dairying here a profitable industry, and pleasant occupation. This is engaging some attention. Vegetables and fruits grow in abundance, and orchards and vineyards are making their appearance. The demonstration already made here, with the vine, is sufficient to establish the fact, that

no place on the Pacific Coast is destined to surpass these hills, in grape culture. This idea always suggests itself to the beholder, who has seen vineyards elsewhere; and it is gratifying to find this evidence of its correctness here. Peaches, pears, plums, and grapes are all shipped from this county, some as far as Montana.

Cattle, sheep, and wool form an important industry, and have been heretofore the chief source of revenue. All the fine grazing land, however, is well adapted to agriculture, and effort is tending strongly that way. The western portion of the county abounds in timber of excellent quality, and in some variety.

The county is as yet without railroad transportation, but possesses every facility for shipment by water along the Columbia. Ferries at The Dalles and Arlington, give connection with the O. R. & N. and there are large quantities of grain, wool, and cattle delivered at those points.

Inquiries at the U. S. Land Office, at North Yakima, will satisfy the settler, of the ease with which any quantity of desirable land in this county may be secured. Deeded farms may be bought for \$5 to \$20 per acre, according to improvements.

**GOLDENDALE**, the county seat is situated about 26 miles northeast of The Dalles, from which it is easily reached by stage tri-weekly. This is a prosperous town, growing and improving in every way, and already has 800 population. Town lots here range from \$25 to \$300 each—the latter for good business locations.

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## YAKIMA COUNTY.

Area sq. miles 5,000. Population 4,500.

**T**HIS COUNTY is situated north of Klickitat and extends from the summit of the Cascades east to the Columbia river. The mountains occupy nearly one-third of its area, and the Yakima Indian Reservation absorbs fully one-quarter more. The surface of the country, east of the mountains, is rolling prairie. The snow and rainfall is entirely too light here for agricultural pursuits, and, without irrigation, is available only for grazing. The county is, however, almost everywhere, finely watered by streams, rising in the mountains, and flowing generally east. This places the means for extensive and easy irrigation, close at hand. In the northern part of the county, about North Yakima, this process of reclaiming is making rapid headway, and irrigating ditches, on a large scale, may be seen with results as astonishing as they are profitable. All the cereals, and grasses are grown in abundance. Wheat, oats, and barley are the principal grains, yielding respectively 35, 55, and 45 bushels per acre. Fully 45 bushels of corn is raised to the acre, and hops, tobacco, and even cotton grow finely. Sorghum, too, is profitable. Every variety of vegetable is grown, of prodigious size, and fine quality. Fruits are in perfection here, and comprise every kind not known as strictly tropical. Peaches and grapes are especially good, and the latter do remarkably well even without irrigation. Timothy also can be raised on the valley bottoms, without irrigation, and is one of the most profitable crops.

With the soil of great depth and fertility, and its climate particularly soft, mild and healthful; with a long and uninterrupted growing season, it is as difficult to exaggerate the future possibilities of this county under irrigation, as it is to convey an idea of its beauty where it is already introduced. Its verdancy is the more fresh and grateful by reason of its surroundings; and these oases in the arid desert, give it the spectacular appearance of a transformation scene.

Cattle, horses, sheep, and hogs form an important industry, much of the county being devoted to grazing. Timber is plentiful, along all the streams; and the whole western portion is covered with a splendid growth of numerous varieties. The mineral resources are of immense value; and coal, iron and lime are found in enormous quantities.

Any amount of public land is open for settlement under the land laws, and considerable quantities for sale at reasonable prices. The Northern Pacific traverses the county from southeast to northwest, and passes through

**NORTH YAKIMA**—The county seat, and largest city of the county, having something over 2,000 population. Although but 4 years old the city has all the usual facilities, and equipment with which these small cities here so precociously surround themselves. Waterworks, and electric light plant; churches; schools—both public and a graded academy—the various fraternal societies; newspaper; banks; excellent hotels; and a fine water power are

**FAIRFIELD, WASH.**

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some of these. The mineral resources—coal and iron—near about this city, are alone sufficient to establish it in a condition of prosperity, upon which it probably has not yet started. Wherever these exist such results always follow. The U. S. Land Office is located here. From here by the Northern Pacific we pass into

## KITTTITAS COUNTY.

Area sq. miles 3,000. Population 7,530.

**K**ITTTITAS COUNTY lies north of Yakima, and likewise extends east from the Cascade mountains to the Columbia river. Dividing it longitudinally into 3 sections we have in the west the mountainous portion, covered with forests of fine timber, consisting of pine, fir, and cedar; and underlaid with vast beds of bituminous coal, and iron ore; besides mines of gold, silver, and copper, all of which may be very profitably worked. The Kittitas valley surrounded by foot hills, and other agricultural lands, comprises the central portion, which is devoted to general farming; and is prolific in its yield of wheat, oats, barley, hay, hops, and all kinds of fruits and vegetables. This county is splendidly watered by the Yakima river, and numerous mountain streams, which serve as feeders during the summer weather, supplying ample means for irrigation where needed. The hardy fruits, and all kinds of berries, thrive everywhere, and numerous orchards are in full bearing. In the north-eastern portion is a section so well adapted to peaches and Indian corn, that they are produced there of perfect quality, and in great abundance. The eastern portion of the county is not so well supplied with means of irrigation, and is as yet fit for little else than grazing. Very fine cattle, horses, sheep, and hogs, are raised here, however, as elsewhere throughout the county, and these constitute a great industry.

Not more than one-tenth of the arable land is cultivated, and a large portion is still open to settlement, where agricultural advantages are excellent. The Land Office at North Yakima has jurisdiction over the public lands of this county. In the very heart of Kittitas valley lies the county seat

**ELLENSBURGH**—once a thriving city of over 2,000 inhabitants, but a few weeks ago almost entirely destroyed by fire. It was the one central point to which was tributary all the varied interests of the county; and if now we could draw upon the imagination, for a description of the city, we would say it presents a new, fresh and prosperous appearance; with blocks of substantial brick buildings; schools; churches; banks; 2 newspapers, etc.; for all these are now in process of erecting new quarters for their accommodation, and more safe lodgement. Another year will see a new city here. The coal and iron here alone guarantee a flourishing and growing settlement.

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## OKANOGAN COUNTY.

Area sq. miles 5,500. Population 1,060.

**T**HIS COUNTY lies north of Kittitas and borders on British Columbia. It is a vast body of timber, mineral, and grazing land; and is most of it not only unsurveyed and unsettled, but we may say unexplored. The prospecting miner has made about all the reports we have, as yet, and these establish it as an empire in itself. It is magnificently watered, with both lakes and rivers, and a great part of it is said to be not only capable of, but inviting to agriculture. Numerous minerals are found here, with silver and lead predominating; and the only development has been made in this line. The climate is said to be very agreeable, and equal to any part of Eastern Washington. The whole country is practically open to settlement.

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## THE INLAND EMPIRE.

**B**Y COMMON acception the whole region, of Oregon and Washington, east of the Cascade mountains succeeds to this name. Examination, and study of the country sanction its use, and confirm its propriety. The Inland Empire is a rectangular square of not less than 106,000 square miles. Of this vast region which now we have described without exaggeration, either in general or in detail, but little seems to have been known; so little that in 1880 there was a population of scarcely more than 1, to 2 square miles. Settlement, previous to that time, had not been made easy. Herders held the ranges, and such obstacles as could be were interposed to discourage ownership and fencing of

**THE PUBLIC LANDS.** What little has been known of the adaptability of these productive valleys and fertile plains and foothills to agriculture, no effort, till of late, has been made to promulgate. The reason now matters not. We deal with the present. Here are the lands; and here are the opportunities existing and spread out before the immigrant and farming settler as nowhere else in the United States to-day. The agricultural character of these lands is better than that of any ever thrown open for settlement in the national domain; and the advantages that attach to their settlement are more; and the benefits that are to result from their ownership greater than have ever attended any section yet settled east of the Rocky mountains; and are not less than those of the best ever offered on this coast. We say this having seen—knowing what others have settled and developed into. But 40 years ago the flat, treeless prairies of Illinois were almost valueless; but 30 years ago those of Minnesota and Iowa could not find a purchaser; and but 20 years ago in Kansas, in Nebraska and in Dakota the man who paid \$2.50 an acre for their best, was called a “boomer.” Yet they have all been absorbed there. As they are here to-day, they were there then; but without one-third the intrinsic value. Not many years ago the greater part of Illinois was confined to the one production—corn; and that was burned as fuel for lack of a market. To-day, Peoria, in the center of that very corn belt, has established an agency in Walla Walla city to loan \$1,000,000 to the people of that valley, at 10 per cent. per annum. All this change has come about by immigration and growth. Viewing this unsettled country, in the light of these events, and endeavoring to adjust results with conditions—for harmonize them we cannot—we must conclude that there the impetus to growth has been a dense population struggling for existence, amid conditions they could not escape, rather than the inducement of phenomenal productiveness of soil, natural advan-



tages of location, and the privileges and enjoyments of life amid agreeable and healthful conditions of climate, such as here prevail. To the cheapness and easy acquisition of land, and the rapidly multiplying railroad facilities as a means of marketing products, there seems to be but one thing to be added to change these conditions; and that is to make the real truth known, and to reach thousands who would be glad to make a change.

**THE INDUCEMENTS.** What to call the greatest inducement to the settler, to lead to the occupancy of these lands, would be difficult. We can only recapitulate a few of them. The labor, the privation, the struggle, the industry; the thrift to accomplish these changes in Illinois, Iowa, Kansas, Nebraska, Minnesota, and Dakota, have been double—treble what will be required of the settlers to people this Empire; and the advantages, and benefits to follow here, will be as incomparably greater than those there attained, as a home established here is incomparably pleasanter, healthier, and more agreeable, than one founded in any of the states named. Retrospecting the thickly settled east, and viewing the prospect here, what exaggerated statement can be made, what extravagant opinion entertained that a few years will not crystallize into a fact, which shall shame prediction for its modesty, and ridicule intelligence for the weakness of its comprehension? It may be some time before there will be scarcity of land in the Inland Empire, but it will not be long before the fences, now going up will shut out the settler who comes with little or no money. In greatly less favored sections this thing has occurred but lately, and here it is sure to take place with still more astonishing rapidity. The unseemly scramble for possession witnessed at Oklahoma, goes far to show how fast the arable lands of the public domain are being absorbed; and how narrowed down is the section where they may be found. The best are already gone here, but any remaining quarter section containing 60 to 80 acres of tillable land will turn out more valuable for farming, than any quarter section, of prairie land in the best state east of the Rocky mountains. It is safe to say that within 5 years, every such section in the Inland Empire will be owned and farmed. The value of these lands is found first in the variety, quality and quantity of

**THE PRODUCTIONS.** These are seldom found of a sameness attaching to so large an area; and this sameness is the more remarkable when we consider at how high a degree of excellence it is uniformly maintained. This is rendered possible only by a climate everywhere corresponding; and a soil of one general character of formation—volcanic ash and basalt, with a sufficient admixture of alkali—rendering it perfect for plant growth. The productions are all the cultivated grasses—timothy, red top, blue grass, alfalfa, and clover—in addition to a native grass superior to any; all the cereals of the temperate zone—wheat, rye, oats, barley and flax—which are grown with yield the most abundant, and with labor the least, anywhere required, for their cultivation. Indian corn of good quality is also raised, but never alluded to as profusely produced. Still the capability is much greater than the development. This

may be briefly stated by an extract from the report of the Agent of the Umatilla Indian reservation to the Secretary of the Interior: "During the past year the Indians have raised the following crops: Wheat, 35,000 bushels; corn, 60,000 bushels; oats, 20,000 bushels; barley, 25,000 bushels." Corn lacks effort much more than adaptability. Hops and tobacco can be quite generally grown, excellent in quality; and even cotton in many localities. The vegetables are of every known kind; fine of flavor, perfect in appearance, and of wonderful yield. The fruits comprise everything from the hardiest to the most delicate—bordering upon the semi-tropical—figs and almonds being frequently raised with success. Great advantages attach also from the adaptability to

**CATTLE, SHEEP AND HORSES.** The Inland Empire, in its entirety, possesses a natural suitability to the raising of these, not surpassed, if equalled by any small section of territory, that may be singled out, anywhere in the United States. Cattle thrive the year round with little or no feeding, and supply markets both east and west. Sheep succeed admirably and the census of 1890 will accord this region first rank in wool growing. It is the natural home of the horse, where thousands were found existing in a wild state. Bred at a high altitude, upon a natural pasture unequaled in any other part of the continent, their development here is perfect; and their appearance now as the mixture of the Norman, Percheron, English Coach, and Kentucky Speed are gradually introduced, is everywhere striking. When exported to a lower altitude after maturity, their wind and endurance place them far above all others, as possessing all the desirable qualities of a perfect horse. With an unlimited market for all these, and almost complete exemption from disease, this industry has become great and lucrative, and affords unequaled opportunities.

**LABOR AND WAGES.** Aside from the benefits, which attach to the ownership of land, and the profits accruing from its productions, the bare rewards of labor present inducements, to another class, not less worthy of consideration. In this, as in all new countries, the remuneration of service is high; but in this, as in few others, the conveniences and pleasures of living are many. Farm laborers can anywhere obtain steady employment here the year round at \$30 to \$40 per month and board; while the same are plentiful in New York and other eastern states at \$18 to \$20, and even less; while females—chamber maids, and other ordinary house servants—receive here \$5 per week, more readily than \$3.50 in Chicago and eastern cities; and, even in private families, a good female cook can obtain \$30 per month. The field here is an entirely open one for white labor both male and female, and, not only are the advantages to improve for such classes, by reason of Chinese exclusion; but aside from that, it will be difficult to keep the immigration of labor adequate to the country's growth. Attention must be given this matter soon, and an effort made in the right way to induce an

**IMMIGRATION** of the desirable class. The sturdy foreign element that so successfully settled the old Northwest, and provided it with labor, cannot find its way, unaided, to this desirable locality. They who know the service rendered to the eastern farmer by the Board of Immigration in New York, can see a way to provide for this present and growing want. For years farmers there have been supplied from Castle Garden, with the best kind of help, both male and female. Let each state under an appropriation, establish its bureau, with salaried commissioners, one at Baker City, and the other at Spokane Falls—the two entrances to the Inland Empire. Have suitable inexpensive buildings erected for their accommodation, and means of subsistence furnished, till they can be hired, and properly distributed. These people come for work, and will not refuse the opportunity to get it. Many come with some money; and state officers can see them properly cared for, and their money safely kept. They have faith in government authority, and are not apt to to proceed to any place without assurance of this protection. When made known in eastern cities that such provision is made for immigrants, car loads of them would follow, consigned from the commissioners there. An immigration fee of \$1 to \$2 each could be collected, as has been the custom there, and contribute towards supporting such a bureau. Farmers in this country need more help, and less machinery. They want less land, and more tilling. This is clearly demonstrated by the prices of farm products. All the natural advantages of Oregon and Washington for dairying are lost more by lack of milkers than scarcity of milk. These laborers are not ignorant of farm work; on the contrary they are, many of them, capable of conducting some departments of it. Greenhorns they may be, but with butter 30c to 40c a pound dairying here would not be a failure, with a class of female help to whom the milking of 6 or 8 cows, night and morning, is little more than a pastime. With a way provided for these to find places here at \$20 per month, they will not remain in the east at \$12 or \$14.

**CHINESE LABOR.** A popular but an erroneous idea of Chinese competition prevails among our own people, in the east, and has had the effect to retard the influx of white labor from that section. No greater mistake could be made. Chinese labor is not cheap. The best that can be said of it is that it has been found reliable, and there is a good deal of silly sentimentality about even that. Arriving here, in a condition of serfdom, or slavery, they are steady workers until freed from that obligation. There are some Chinese farm laborers, but wages here are double what they are in the east. There are Chinese cooks in great number, but white women, as cooks, get very high wages. There are thousands of Chinese here, and they are called good orchard laborers; still we know nothing goes to waste upon the fruit trees in Delaware, New Jersey, about Rochester, N. Y., or in Michigan. Fruit decays where grown, for lack of pickers, only in California, Oregon, and Washington, where the Chinese are thickest. With all their *penchant* for "wash-ee" laundry rates are higher, and the work poorer done in San Francisco, and all

other cities of the Pacific coast, than in any city, that can be singled out, in the east. As chambermaids, and house servants they render the poorest kind of service for the highest amount of wages. There is no competition to ~~for~~ in their labor. Their competition is only deadly in their manner of living—nesting like rats under the floor of a stable barn. They will soon ~~disappear~~ entirely. There is no reason for the white laborer, man or woman, to avoid this coast. The advantages are everywhere greater here, for laborers, than in any other part of the United States. Another and still greater inducement to the settler may be found in

**THE HEALTHFULNESS** of this whole region. This, as an advantage, should and does outweigh all others. To say that the soil yields bountifully in response to light labor is something; and to show that its product commands lucrative returns is more; but both become insignificant compared to the fact that the salubrity of a country, and its climate give assurance of good health to the head of a family, at the serious time of founding a home. This only presents itself clearly to those who can recall the suffering and wretchedness that attended the settlement of the Mississippi valley—the malarial ailments and sickness—incapacitating if not fatal. The U. S. census of 1880 shows the death rate of Oregon the lowest of any state in the Union, and the territories around it—Washington, Idaho and Montana—alone marked a lower rate. The contrasted variableness of climate, in the extreme distant sections of the Inland Empire, is scarcely perceptible; and the central part, in this respect, would match the border portions in any direction. Everywhere invariably Winter is short; snow begins about the holidays; is never heavy, and its stay transient. Spring is early, opening in February with warm rains. Summer is warm and dry, with cool nights, affording delightful and refreshing sleep. Fall continues into December, with some frosts, and frequent rains, covering the country with an elegant verdure before Winter establishes itself. There are quick, sharp, cold snaps in Winter, and the mercury, in places has been forced down to 25 and even 30 degrees below zero. These are rare, and quickly overcome. There are hot days in Summer, too, but they are not continuous. Immediately upon the occurrence of these extremes they are met by an influence which at once restores the equability. In looking for the cause of these moderating effects, we are brought into contact with the great Japan Current of the Pacific ocean, warming the fierce east winds of Winter, and moistening the hot “northerns” of Summer. No less potential is this here for good than the Gulf Stream of the Atlantic, which leads off the prostrating heat from the tropics, to temper the severe cold of far northern countries. This is known as

**THE CHINOOK WIND.** This was so named, by the Indians, because it blew up the Columbia from the land of the Chinooks. His coming was greeted as the visitation of a benevolent spirit, and he was made almost the object of devotion. Marvelous in his wild play, his freaks, as he takes his course along the streams, up the valleys and over the lofty heights, are almost fantastic.

Clothed with power to soothe, he comes in Summer, laden with cooling vapors, moistening the scorching pastures for suffering beasts; and cooling, refreshing, and blessing man. Scattering and imparting his favors lavishly, he leaves his footsteps on the pastures of the hills, and in dry places. Strangely retaining his distinctiveness, and winning his way far overland by softness, his mission is to bear on angel wings that comfort, and lovingly bestow, at the supreme moment, that drop that Dives begged of Lazarus. Again in Winter like "heavens cherubim, horsed upon the sightless couriers of the air" he comes on his divine mission of mercy. Sometimes, amid harsh, bleak and piercing winds, he masquerades in a guise of mollifying gentleness, so soft as not to be observed; till frolic on the snows, of the valleys and the foothills, they disappear like dreams and expose the welcome pastures to the grateful herds. At other times, seeking an easy ingress to the interior where he may grapple his enemy the fierce east wind, he chooses the basin where the mighty Columbia has cleft its way, and rolls along over ice and snow tempering the Winter's rigor; swelling rivulets into streams, and streams into tumultuous torrents. Even his fiercest rage melts everything to mildness. Then, at other times, he strides the blast upon some lofty current, and "makes his altar the high places and the peak of earth-o'er-gazing mountains," where, expiring to an inaudible echo, he folds his wings about the glacial monster, breathes his last, and sinks into a grave of copious tears. We need hardly be surprised that the Chinook wind is so often alluded to in grateful mention; for to an influence no less benign, and ubiquitous than this, is the whole Inland Empire indebted for its matchless climate.

**U. S. LAND OFFICES.** These, for the Inland Empire, are 6, located at The Dalles, La Grande, and Lakeview, Oregon; and at North Yakima, Walla Walla, and Spokane Falls, Washington.

**THE SPOKANE FALLS CONFLAGRATION.** The world is familiar with the disaster which destroyed a large portion of this city. We shall probably never know how the failure to utilize her water works—just completed, and perfect—occurred. We only know that the fire was beyond control before the situation was understood at the works. The fire has shown us nothing to change, since our visit there. Something, however, to add; for the fire merely reveals strength. The opinion is more conclusive than ever that, in the natural position she occupies to this whole Inland Empire, Spokane Falls imparts more vigor than is derived from any other source; and in the reverse ratio, her losses are shared everywhere. It reveals, too, financial strength; for she is rebuilding now with cheaper money than was ever before at her service. Her growth has never been more rapid than since the disaster, nor enterprises pushed with more tireless energy.



LATOURELLE FALLS.—COLUMBIA RIVER.

## WESTERN WASHINGTON.

**W**ESTERN WASHINGTON is all that section of the state lying west of the Cascade mountains, and extending to the Pacific Ocean. In it are embraced the counties of Cowlitz, Clarke, Clallam, Chehalis, Island, Jefferson, King, Kitsap, Lewis, Mason, Pacific, Pierce, Snohomish, Skagit, Skamania, San Juan, Thurston, Whatcom, and Wakiakum.

Here a more remarkable equability of climate prevails throughout the year. The Summers are cool, and the Winters warm, and seldom do the extremes of either reach 90° or zero; the whole section being always under the moderating influence of the Japan current. The ground is never more than slightly frozen, and very little snow is ever seen. Flowers have been known to bloom every month in the year. The rainfall may be fairly stated at 40 inches; with some excess at the head of Puget Sound, and extending to the Columbia river; and a deficiency at Port Townsend and the Straits of Juan de Fuca. Excess or deficiency, however, nowhere prevails to interfere with either agricultural pursuits, or disturb agreeable conditions; rather otherwise; for the harvesting season of July and August can be relied upon as dry. Exception of the extreme northwestern point—Cape Flattery—where the precipitation averages 100 inches, and is frequently much greater, is always understood. The climate is everywhere a healthy one, with no appearance of malignant or contagious diseases. The death rate is little more than half that of many other states called healthy. No greater difference exists in climate, of the two sectional divisions east and west of the Cascades, than in productions and natural resources, as will readily be seen by an examination as we proceed.

**NATURAL RESOURCES.** This section is undoubtedly more liberally endowed with gifts which the civilization of this century calls rich, and which mankind, in their operations to-day, regard as necessities of the age, than any portion of the Pacific Northwest. These are timber, coal, and iron; and all exist here, in quantities so profuse, as to tax man's utmost energy to appropriate, and surfeit his enterprise, in the most varied industries, for their use and enjoyment. The surface here generally, or at least on 10,000,000 acres of it, is densely covered with heavy timber. The expression *heavy timber* conveys but little idea to the reader. Trees then, straight as a plumb line, 200 to 300 feet high, and from 3 to 10 feet in diameter on 10,000,000 of acres; one tree often paying for 100 acres of land, and 1 acre often yielding 200,000 to 300,000 feet of lumber. When we speak of timber as one of the resources of Western Washington we speak of the finest in the world of its kind, and we mean a

quantity of lumber—wood—that will supply the demand, of the world, at the rate it was marketed in 1888, for over 1000 years, and even estimated to last for 2000 years to come. The reader can now understand the meaning of the words unlimited, and inexhaustible, when we are compelled to use them to convey an idea of quantity. In the more rugged and mountainous sections the land is underlaid with coal and iron deposits, which discoveries thus far made promise in quantities hardly less vast than the timber. The value of the timber alone of this region is sufficient to account for many times the activity we witness here. The utmost improvidence, and destructive waste, which one sees everywhere, has as yet merely touched upon the borders of these forests. Of its coal, notwithstanding present large shipments, its fields have scarcely been reached. Of its iron, the discovery is great, but the merest demonstration has been made; but even this alone is sufficient to render the future of Washington not only secure but brilliant; for in no part of the United States are surroundings calculated to make these products more valuable. The manufacturing industries, which are to follow these resources, are to become great and numerous. The field here for the lumberman and miner are practically unopened as yet, and until worked into by clearings, there will remain here unsurveyed lands, and unlocated claims.

While the lands of the character of which we have spoken largely predominate, they are interspersed with inexhaustibly fertile valleys, of rich alluvial deposits, and small prairies quite numerous, and extensive enough, however, to support a dense population such as these three main sources of wealth—timber, coal, and iron—are calling within the borders of this portion of the state; for these are the industries chiefly, which explain the activity seen when, after crossing the Cascades, we reach the

## PUGET SOUND COUNTRY.

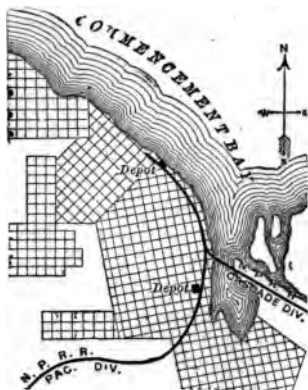
**I**NTO TWELVE of the nineteen counties comprised in Western Washington, a tour of Puget Sound and its bays, ports, harbors, and inlets carries us. The opportunity which is afforded by this arm of the Pacific Ocean, navigable, we may say, everywhere by the largest vessels, to the very shore, renders the vast resources of this section available, where otherwise impenetrable. Such a tour wipes out all county lines, and we shall for this reason abandon all attempt at description, in such divisions as heretofore, and consider Western Washington from the standpoint, of the principal cities of Puget Sound, through which the development of these immense resources began, and is now progressing with such astonishing rapidity. The southwestern portion, not so reached, will be described from Gray's Harbor on the Pacific coast, and then following round the coast, from some points on the Columbia river border.



## TACOMA.

**T**HE CITY OF TACOMA, Pierce County, is the terminus of the Northern Pacific Railroad, and the starting point of the extensive steamboat system of the O. R. & N. on Puget Sound, making connections between Portland, British Columbia and Alaska. It is 145 miles by rail from Portland, and about 115 miles by water from Victoria, B. C.

**LOCATION, RESOURCES AND GROWTH.** The city is situated upon an abrupt bluff 200 feet high, on Commencement Bay, properly regarded as the head of Puget Sound. As we enter it by railroad or approach it on the Sound, there is nothing to convey to a stranger any realization of the prosperous and busy city that lies back of the lofty summits. To dwell upon its apparent lack of traffic facilities, might be the first expression of anyone unfamiliar with the Sound; and to look discouragingly upon the gigantic operations, and enormous expenditures attendant upon supplying its natural defects, in this respect, is simply to argue and prove the necessity for its existence; for nothing else but necessity could justify the expense necessary to overcome such obstacles to its advancement, as



its people are now engaged in removing. To perfect great improvements, and supply needed facilities the Northern Pacific is committed to an outlay of \$6,000,000 here. This will extend over several years. Everywhere on the shores of Puget Sound exist in greater or less degree these physical disabilities; and everywhere must they be overcome at great expense; for, practically, through the Sound lies the one only way to reach these immense resources; and at points like Tacoma may we see the causes of a city's creation, as the means for their development. It is to take a superficial view of Tacoma, and have an incomprehensive idea of its surroundings; it is to belittle the inherent wealth and greatness of Western Washington, to claim for a city, of this uncontrollable growth and expansion, the mere demands of commerce for a means of ingress and egress, and to find, or think we have found in that the explanation of Tacoma's growth. It is looking too far away, for the cause of its rapid upbuilding, to attribute the necessity for its existence to the agricultural domain lying east of the Cascades. That would be to make Tacoma a mere dependency. The elements of wealth that are making her, and are to sustain her, are all about her, and are her own. One might as well undertake to prove that Philadelphia had grown to 1,000,000 population because the commercial capacity of New York became overtaxed. It was the mineral wealth and resources of Pennsylvania that made Philadelphia; and the same

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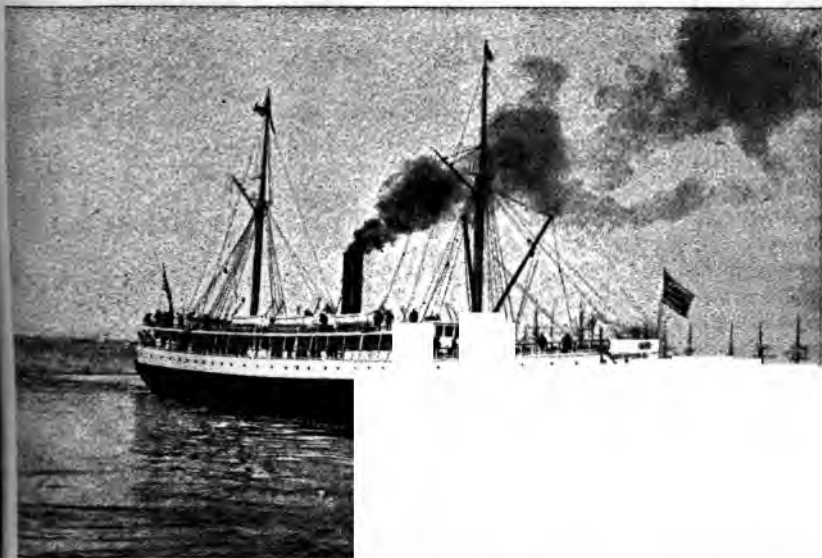
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resources of Western Washington, and the manufactures that are to follow their development, are making Tacoma to-day. Once in existence she will have commerce; and this will, and is increasing daily; but it is injustice to Western Washington to look no deeper than this for the wonderful conditions we see prevailing here to-day, as elsewhere on the Sound. In the harbor stupendous operations are preparing miles of wharfage, and millions are being expended to render unexcelled advantages and security to its shipping. To facilitate the handling of her coal, are several great coal bunkers, kept busy loading vessels for San Francisco and other points along the coast. Three new coal bunkers are building this year to facilitate the handling of the output of new mines being opened near the city; and soon the daily shipments will run into thousands of tons. Immense saw mills, which in their operations cover acres of ground, afford all the explanation of an activity of which so much is heard; for the lumber cut of Tacoma alone will this year be nearly 3 times the total export of all Washington Territory in 1886. The woods comprise the several varieties each of fir, pine, and cedar, besides spruce, larch, hemlock, tamarack, alder, ash, maple, laurel, cherry, etc. Shipments are made to almost all parts of the world, and the cedar shingles made here are shipped as far east as New York. Smelting works are being constructed for operation on a vast scale, at an initial cost of \$200,000. These are the things which guarantee the wealth of this city, while its prosperity is also assured by its warehouses, and elevators, which facilitate traffic, and meet the demands for a growing trade in imports and exports of various products. The extent of the city and its fine buildings, the bustle and activity, are only to be seen after rising above the bluff over the harbor. The advance here has been extraordinary. If the excitement in real estate has been such as to acquire the name of a "boom" certainly now the building going on is sufficient to make it substantial; and the readiness with which every house is furnished with occupants seems to justify it; for the activity in this line is actually the occasion of turmoil, disorder, and inconvenience. It seems as if the city's efforts to keep pace with its growth were a failure. One sometimes wonders whether the grade of streets is known or established; for in many places buildings are going up in an apparently promiscuous manner. But all these things will come round right, for the effort is being made to have them so. There is a motor line, of street railway, in operation besides the horse cars, and an electric road under construction. The motor line is to be extended, and a cable line to be built at an expenditure of \$300,000. Nearly as much more is to be disbursed by the Tacoma Light and Water Company, in perfecting and extending their works. In addition to gas works, the Edison incandescent, and the arc electric light companies have plants here. The latter illuminates the principal streets, avenues and stores. In improving streets, and building sidewalks \$30,000 per month is being expended by the city. All these improvements do not keep pace with Tacoma's expansion. The territorial form of government, which is now to be cast off for that of a state, has

had a repressive effect in development. The impetus, which is to be derived from this change, will very soon be observable, not in Tacoma alone, but in every city of Washington. Every one of these cities, to speak bluntly, needs a good sized debt, not permitted by the present form of government. They should be bonded for all the substantial improvements which the present demands and the future will justify. The drives, parks and landscape improvements, so generously laid out, will then be carried to completion. Among improvements of this kind a great opportunity presents itself some 3 miles southeast of Tacoma. Here is a beautiful natural park 20 miles square interspersed with lakes, and adorned with evergreen. Its beauty cannot be surpassed, and it is soon to become a valuable environment and suburb to



STEAMER COLUMBIA, PACIFIC COAST.

the city. The grandeur of Mount Tacoma, *alias* Rainier, boldly rising from the Cascades, renders the scene from this point attractive beyond anything imaginable. Not only are the hotels, though large and numerous, entirely inadequate to meet the demands of the public, but dwellings are away behind the requirements of those anxious to settle here in business, and become citizens. Great as the growth here is, the expansion might be still more rapid, were there facilities for it. One of the best signs, of substantiality to-day, is the indisposition to barter and speculate in unimproved property but to engage capital in building to get the best returns. Real estate transactions are now assuming this character. To sum up in few words, the assessment of Pierce county for 1889 shows a property valuation of \$26,343,000, as against

\$14,500,000 for 1883. Such figures clearly show that all development exposes new resources; that these bring additional wealth, and that this wealth is only devoted to still further development.

**AGRICULTURE. HOPS, ETC.** Here agricultural products, amid great mineral resources, cut no small figure as a source of wealth; and nowhere can the farmer do better than upon these rich bottom lands, and small prairies, by which the timber is interspersed. Under the stimulus of the city's demands, development of an extremely fertile agricultural country, immediately about Tacoma, is becoming apparent. The Puyallup, the Stuck, and the White River valleys are remarkable instances of this improvement. They are entirely different from the valley lands of Eastern Washington, being a rich black alluvial deposit, almost of itself a fertilizer. Here vegetables, hops, cereals, and all the cultivated grasses are produced in perfection. There are swamp lands too, which, when reclaimed, are of surpassing fertility. Wheat is grown in Western Washington with enormous yield, but being somewhat too soft, and hard varieties being so plentiful from other sections, hops, oats, etc., are grown as a much better paying crop. In hop culture no place in the world can compete, so well adapted are these bottom lands to this industry. The yield of these valleys is phenomenal. While N. Y. state averages 600 lbs., and England 900, Western Washington's average is 1,900 per acre. Here a yield of 2,000 lbs. per acre is common; 3,000 lbs. of frequent occurrence; and 4,000 lbs. have been gathered. The hops grown in Puyallup valley are no more remarkable for abundance of yield than they are for superiority of quality, excelling any grown in Europe, where they are shipped and bring highest prices. Bear in mind, that while these hops were exported, the United States imported nearly 6,000,000 lbs. last year. Clover grass here is a natural production, and all grasses grow luxuriantly, and are nowhere green for a longer period. It is a perfect dairying country. The vegetables comprise everything known, which does not require great heat; they are produced continuously, and many, of the hardier kinds, are to be had fresh from the garden all Winter. The capability in fruit production is great, but the demonstration is not as yet extensive, though progressing rapidly. All such lands, as described, are becoming highly esteemed. Indeed they are just such as the needs of growing cities demand, and render of great value. Worthy of the attention of settlers, is the fact that much of the timber land, when cleared, and the money from this source taken from it, can be prepared for most successful farming. It may be done at considerable expense, but will be attended with lucrative returns. Fresh butter retailing in Tacoma at 35 to 50c, and creamery cheese at 20c per pound, and eggs at 40c per doz., suggest the profits of mixed farming here. Poultry, meats, and vegetables all bring good prices. The climate is soft and delightful, as it everywhere throughout Western Washington. Very few warm or close days are ever experienced, and but little, if any, rain in Summer interferes with harvest. At other seasons rainfall is free, 45 to 50 inches, but never excess-



sive. Flowering plants survive the year through, out doors, and there is never an absence of verdure.

**CHINESE EXCLUSION.** The visitor in Tacoma would readily concede the claim of its people to 25,000 or 30,000 inhabitants; and if left to judge from its appearance, by comparison with an eastern city of 30,000, the stir and activity here, would lead him to guess even a higher number. Whatever it is, it is constantly increasing, and more than that, it counts no Chinese to swell the number. There are no Chinese in Pierce county; none in Tacoma; and nowhere is greater prosperity, or more rapid growth on this coast. To the opinionated, whose stock in trade is to wonder what the Pacific Coast would do without the Chinese, Tacoma answers, "improve in every respect, and grow the faster and better." Nothing languishes in Tacoma for lack of Chinamen. Labor, while well paid, is not scarce here, and white immigration, at this point, is not only at present very free, but also of the best character. In this one city, where this exclusion has been practiced, it is gratifying to see a popular fallacy completely broken down. Not until the Chinese are gone will the detriment they have been to this coast be apparent. Their thrift is a mere delusion. A visit to the Chinese quarter, of any city, during day or night reveals it. Among no nationality that comes to our shores are more worthless loiterers, and more unemployed to be seen. The barbarism of the Indian is much to be preferred. Both treat women as slaves. The one arrives at it by barbarous ignorance, the other through an enlightened design. It is quite paradoxical that the civilization of growing America should harbor a race, who know no legitimate use for the female sex. There is a civilization we should not tolerate if we could, and could not practice if we would. The meaning of the word disgust is only known to those who have visited Chinese settlement.

**SOCIETY.** Any one can see that the increasing population of this city is of the right character to make it wealthy and prosperous. There is nothing of the Oklahoma wild west and coarseness about it. There are no cities there, nor probably ever will be; here is an influx, of the class that built them, and has established Tacoma the financial center of Washington. The city has a decidedly moral air pervading it, and it arises from the voluntary disposition of the people to make it such. Church organizations are numerous, and social observances are respected. It has two daily newspapers, and all the fraternal societies. Educational advantages and opportunities are complete. Besides well organized public schools, the Annie Wright Female Seminary, and the Washington College for young men, already established in a city of Tacoma's age—720 in 1880—are instances without a parallel. When we consider that into a city of this size 10,000 strangers have dropped during the past year—one-third of its whole population—we conclude that no section of the Union was ever settled by a class more respectable, energetic and thrifty, than are now pouring into the Pacific Northwest, to develop it from such points of settlement as Tacoma.

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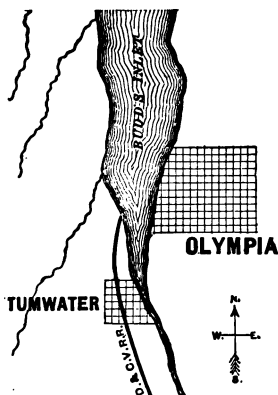
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## OLYMPIA.

**O**LYMPIA, the county seat of Thurston county, and also the Territorial Capitol, is one of the oldest settlements of the state. It is, by rail, 135 miles from Portland, and, by water, 36 miles from Tacoma; and has a population of some 5,000, now noticeably on the increase.

**LOCATION AND FACILITIES.** The city is located at the head of Budds Inlet



—an arm of Puget Sound—and the extreme southern limit of its waters. While this, and all the numerous arms and inlets about it, mark the extent of the Sound inland, and are navigable by the largest vessels, they are not generally regarded as the Sound proper; that term now being more commonly applied to the main body of water from the Straits to Tacoma. The city has remarkable beauty and facility of location. The shores about it are not precipitous, and rise gradually into picturesque prominence, disclosing its whole extent, as approached on the water, and revealing a site unexcelled by any water front in Western Washington. Only the building of

long piers, the shores being flat, is necessary to render the dockage and shipping facilities of the harbor available to any desired extent. From the immediate, and all the waters near by, are taken a great variety of sea food, of excellent character, comprising clams and oysters, and smelt, cod, halibut and salmon; while the streams emptying hereabouts abound with trout. The city's limits are fast extending, and its population steadily increasing. To meet this growth, are all the requirements. Educational facilities are good, comprising two academies, in addition to 3 public schools. There are 7 church edifices, and a hospital is well maintained. Three weekly, and one daily newspapers are published; and a fine library of 6,000 volumes is kept up by the Territorial government. All the secret societies have lodges here. Street railways are being built, and electric plants for both illumination and motive power are near completion.

**RESOURCES AND INDUSTRIES.** The extensive shore line, which the many inlets of the Sound afford, to reach the wealth of timber about Olympia, has led to the more complete development of this resource. The surface of the surrounding country is generally covered with fir, cedar, oak, maple, ash, and alder of immense growth. The annual cut is very heavy, and the manufacturing is of constantly increasing proportions. Besides this, logs are rafted from here in great quantity. There exists here also, in a state entirely undeveloped, as far as their use is concerned, any amount of coal and iron, and some copper. These are all within short distance of the city. There seems

to be but little realization of the relation these things bear to the future prosperity of Western Washington. The sudden vigor with which this iron industry will develop, when once started, will yet be quite astonishing. A very fine water power is here derived from the Tumwater Falls, and furnishes means of manufacturing lumber largely. The surface of the surrounding country is by no means rough, even where thickly timbered; and the soil in the valleys, and occasional patches of open upland prairie, are very inviting to the agriculturist, for they afford many varieties of fertile lands. Aside from these alluvial river bottoms, and sandy and gravelly uplands, all the cleared lands will make good farms, and pay well when brought under cultivation. Wheat and grain of all kinds are grown here of fine quality; while hops are produced equal to anywhere in this section. There is no limit to the vegetable productions, and the fruits,—apples, pears, prunes, plums and peaches,—are all grown in excellence, and some in perfection. Still the great industry is lumber, and the manufactures that attend upon its unlimited supply. It might not be venturing an opinion to say, that the loss of the State capitol would be attended with the devotion of renewed energy to manufactures, that might make it something to be desired; and a development would soon be seen here, more of the character of the city we have just left, and the one to which we are about to proceed.

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## SEATTLE.

**T**HE CITY OF SEATTLE, King county, is another of the rapidly expanding cities of the Sound, and like Tacoma, is well calculated to relieve the mind, of the traveler from the east, of all idea of their provincialism. The city has a population of 30,000, and its growth has been from 3 533 in 1880. It is 186 miles from Portland, and, by water, 28 miles north of Tacoma.

**LOCATION AND FACILITIES.** The appearance of the city, as approached



on the Sound, is strikingly handsome. Its site was, as may be readily seen, a selected one. Rising from the east shore of Elliott Bay, with a regular but decided acclivity, to a lofty eminence, the whole city is spread before the view. The shore of Puget Sound presented no better site where a city might be centrally located, in its great basin, than this chosen spot. Its harbor is perfectly sheltered, and is capacious beyond all possible requirements, with plenty of anchorage, and the city front has miles suitable for docks and wharves. It is surrounded by every source of wealth known to Western Washington, in practically inexhaustible quantities, and to the very slight,

unfolding of these, during the past 5 years, it has responded by rapid and substantial growth. The city was founded at a point, which for combined resources, without railroad connection, long ago established it as the metropolis of Washington Territory. While Seattle is located with its magnificent frontage on Elliott Bay, it has a rear bordering upon the finest body of fresh water in Washington, and of inestimable value for domestic purposes alone. The two lakes, Union and Washington, semi-circle it on the east for 30 miles. A canal is now being built which will connect these two, and thus afford water communication from the city far inland. Great hopes are entertained of the establishment of a U. S. naval station here, which by the enlargement of a small inlet from the Sound to Lake Union, could be made a safe and commodious retreat for the largest vessels, into fresh water, where the depredations of the teredo could not reach. With every convenience, facility, and advantage that tend to render a city delightful and pleasant as a place of residence, Seattle is complete. It has 10 miles of double track electric motor road operating very successfully. In addition to this, are 7 miles of cable road, and 9 miles more in process of construction. Water works, gas, and electric lights extend all conveniences to residents. Its educational facilities from the primary public school to the University of Washington, are not excelled on the coast. Every religious denomination has its organization; and the societies and secret orders have all their lodges and chapters. Three

JOHN W. RUMSEY,

(FORMERLY OF CHICAGO.)

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SEATTLE, WASH.

daily newspapers are published with ability. The air of social refinement and absence of the coarseness, which one might easily expect to see in such cosmopolitan cities, of rapid growth by immigration, is noticeably apparent here, as remarked at Tacoma, and is such as pervades all the cities of the Pacific Northwest. The class immigrating to this region, are, for some reason, undoubtedly, of the best grade of society, that ever pulled up to go west. No new country has ever been more fortunate in this respect.

**THE FIRE**, which swept out a large portion of its business front, is only to be deplored for the individual losses, which it occasioned. In other respects it has been of great benefit to the city. The burned section was owned by comparatively few, and covered extensively by leasehold tenants, many of whom were occupants by verbal contract. These were disposed to hold on, claiming in many instances life tenure, or long time leases. Considerable litigation was in progress for the dispossession of these, and the effect was to retard improvement. The fire cleared the docket. Very few transfers of lots have since then taken place in this district, and probably many less than would have occurred without the fire. Original owners are now building on the property, and, being assured of the character of their neighbors and the class of structures that are to go up, handsome and substantial buildings will replace shanties and small houses.

**NATURAL RESOURCES**—The most important are timber, coal, iron, copper and marble. Only 2 of these—timber and coal—have, as yet, contributed actually to the city's prosperity. To these are other important elements of wealth—valuable agricultural products and fisheries—to be added as industrial pursuits. Of the amount of coal shipped from all points into San Francisco, during 1888, nearly one-third of it was loaded at Seattle. Of the 946,243 tons of coal mined in the whole Territory, in the same year, 447,140 tons were taken from the fields of King county, where over 70,000 acres have been discovered, and new mines are being constantly found. The coal of King county is not alone found in the greatest quantity, but of the best quality in Western Washington. It is both bituminous and lignite. Thin veins of anthracite have been found, but none are workable, though quantities are thought to exist. In the Cascade mountains at Snoqualmie Pass, are remarkable deposits of magnetic iron ore, in unlimited supply. Overlaying this an inexhaustible quantity of white marble is found, of superior quality. Adjoining the iron are rich veins of silver and copper. Large deposits of both red, and blue hematite iron ore, also exist in this county. Lumber manufacturing is next to coal mining as an industry, and much finds a home market in ship building, trade, and furniture manufacturing. Probably no state in the Union, possesses in greater diversity, the natural sources of inherent wealth, than this one county of Washington; and a city round which these cluster, as they do round Seattle cannot be otherwise than truly prosperous, and full of promise. Snohomish county is much the counterpart of King, and is tributary, with its wealth, to this city. It is needless to mention its factories,

# Both True and Wonderful.

**S**EATTLE, the Business and Commercial Centre of Washington, does about twice as much business as any city of equal size in America. In 1873 Seattle stood third, now it leads all other cities in the State by at least 15,000. In 1880 Seattle's population was 3,533; in May, 1888 (census), 19,116; in February, 1889 (census), 28,715; in June, 1889 (assessor's report), 33,500; and at this date 45,000 wide awake and unconquerable people live in this wonderful city of Seattle.

Its harbor and Commercial Location cannot be surpassed. Lakes Washington, Union and Squak are fresh water, and navigable for the largest ships, and by enlarging the present small canal, which is easily done, Seattle will also have an unexcelled freshwater harbor.

Seattle offers Special Inducements to Manufacturers of all kinds.

The State of Washington now produces about fifteen million bushels of Wheat, but is capable of producing over two hundred million. Seattle is also the natural centre for all this great wheat trade.

Six years ago there were only 1169 houses in Seattle. To-day there are 8150, and the records of 1889 show that 3465 houses were erected in this city during last year.

Since the fire of June 6th, already three miles of three to eight-story brick buildings are under construction. The building permits further show that over \$9,000,000 represents the cost of the total building now under contract. Several of these blocks cost over \$250,000 each. All concede that the great fire is doing for Seattle what Chicago's great fire did for that city.

Capital is flowing into Seattle by millions, because many of the shrewdest investors see that Seattle's location is an exact duplicate of New York City, and will continue its rapid march, with only slight interruption, until she becomes the Mistress of the Pacific Coast.

The Northern Pacific railroad has a Pacific terminus in Seattle. The Union Pacific is doing business here and has arranged to enter the city during the year. The Canadian Pacific is completing its connection with Seattle and will run its cars into the city by next July. The Manitoba has decided to enter Seattle over the Seattle, Lake Shore & Eastern railway, until it can build its own road, and the Southern Pacific has already secured terminal facilities at West Seattle. Besides, Seattle now has several local railroads and more are being added.

There are thirteen banks doing business in the city with an aggregate capital of over four million dollars.

Seattle has now two palatial hotels, the "Hotel Denny" and the "Ranier" the two finest on the North Pacific with charming views from each. There are fifteen first-class hotels beside these, also a number of family hotels. Rates are reasonable.

There are three cable and three electric Street railways and six other lines under way, representing nearly fifty miles of street railway in Seattle.

Trade to-day in Seattle is better than ever it has been and promises to double in 1890.

Real estate transactions in Seattle for 1889 aggregate \$15,055,194.53

For the best route to reach Seattle or for any information concerning Washington and its chief city, Seattle, write to

**ESHELMAN, LLEWELLYN & CO.**

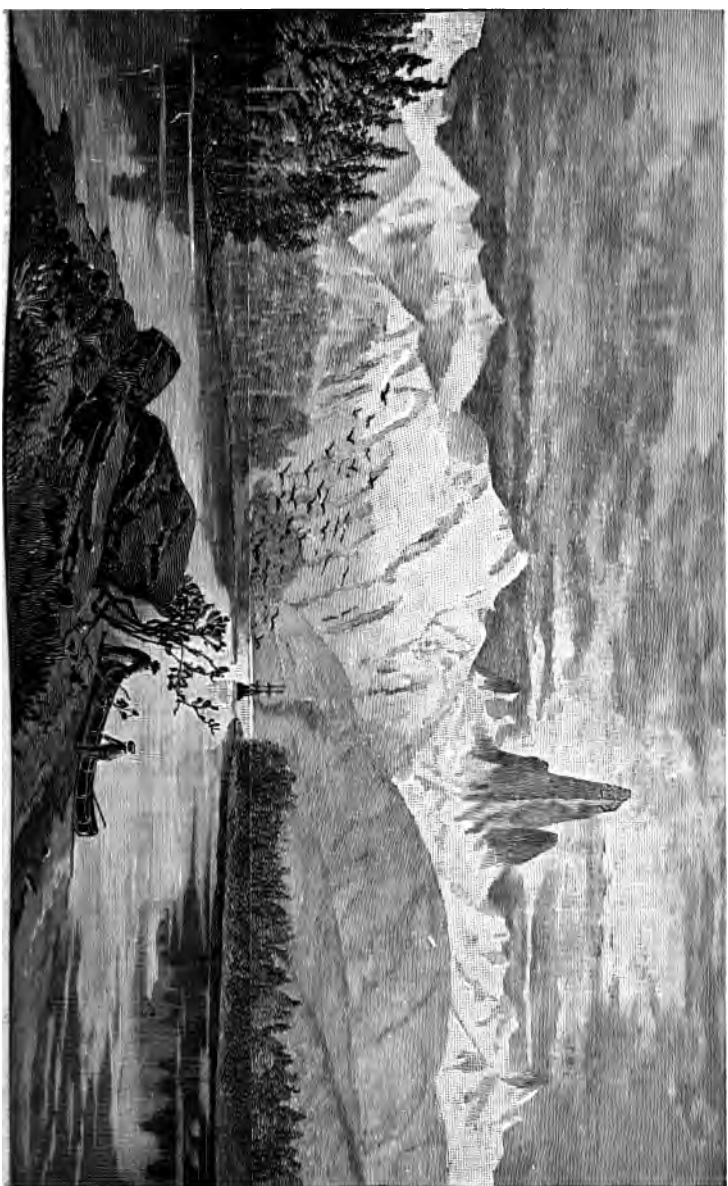
INVESTMENT BROKERS,

SEATTLE, WASH.

manufactures, trades, banking capital, etc., to give assurance of prosperity. Greater industries created these long ago, and constantly multiply them now.

**ITS RAILROADS.** It is somewhat suggestive that while but 1 railroad has been built to Seattle, and this only a branch line, 4 are built out from her, tapping these vast deposits of wealth, and pushing for direct eastern and northern connections. This looks like native home strength, and merely confirms the view we have already taken of the Puget Sound country; that all the activity, growth, and expansion observable finds its first incentive in inherent wealth of resources. Numerous connections will and do enhance the value of all these, but they are not the first cause of prosperous activity. The importance to Seattle of her independent eastern connection passing through the Big Bend country, and at the same time shortening the distance between Spokane Falls and the Pacific Coast over 100 miles, may be easily estimated, when we consider what impetus other places have received from such a connection. When this is accomplished, Seattle's future will be as secure as her present is promising.

**AGRICULTURAL LANDS AND PRODUCTS.** The attention of the farmer should be directed to the arable lands, and agricultural opportunities which lie everywhere about this Sound country. To no farming lands in this state is greater value bound to attach than to these, with their enormous yield of hay and hops, and crops of rye, oats, and barley. Hops are, however, the important crop grown for export—this county and the Puyallup valley producing about half the state's crop. The demands of these growing cities, for the means of subsistence for their rapidly increasing population, are fast investing these fertile sections with great value. Nowhere does small farming pay better than here; and nowhere is there greater assurance for the settler who begins the process of clearing and developing. The Sound cities are, even now, all large importers of the very things which diversified, and small farming most easily produces, with the greatest profit. What the demands of the great mining and manufacturing industrial pursuits have done for their agricultural neighbors in the State of Pennsylvania, may be seen in the unexampled prosperity of the farmers in many of the counties of that state. The demands of New York City's consuming population have rendered the clays of New Jersey, and the sands of Long Island—almost worthless without fertilizers—of exceedingly great value. Here are prolific valleys and small prairies, of inexhaustible fertility, lying adjacent to growing cities, which, in their very infancy, are importing table produce, at prices far above those ever paid in the east. These lands, or rather the choice ones, while not open for settlement under government laws, are procurable at very low prices. If the settler will accept lands with a heavy undergrowth of brush wood, costing \$30 to \$60 per acre to clear, he can find any quantity of them for pre-emption and homestead; and 40 acres of such land will be worth more to him, than any ordinary 160 acre farm in the east. The U. S. Land Office for this section is located here in Seattle.



THE DEVIL'S THUMB.—ALASKA.



## PORT TOWNSEND.

**T**HE CITY OF PORT TOWNSEND, Jefferson county, is, in a commercial way, reached, as yet, only by water. It is some 80 miles from Tacoma, and 35 miles from Victoria, B. C. The city contains a population of 5,000, has the custom house, and is the port of entry and call for the whole of Puget Sound.

**POSITION AND HARBOR.**

The city is situated upon Quimper peninsula, a body of the main land 2 to 5 miles wide, extending north to the Straits of Juan de Fuca, about 6 miles, between Discovery Bay on the west, and Port Townsend Bay on the east. Located at the head of the Straits, and at the entrance to the Sound, Port Townsend holds the commanding position on Western Washington's marine highway. Not only this, but the city possesses a harbor—in all respects that go to make a perfect one—incomparably ahead of any in the Sound. To afford this it unites facility of ingress and egress, without expense of towage or pilotage; extensive and almost unlimited opportunity for wharfage, with utmost requirement of depth; great capacity

with anchorage everywhere; perfect shelter; and continual placidity. Altogether, in these respects, it is the superior of any port on the Pacific coast, being excelled by San Francisco in size alone; but with extent so ample, size is an immaterial comparison. It is a singular statement to make, that with such a harbor, in such a body of water as Puget Sound, teeming with commerce, and assuming importance of a national character, Port Townsend still awaits a railroad connection to render these advantages valuable and bring them into service. The connection desired—we should say demanded—is a road from Portland north along the Cowlitz river, touching the Chehalis valley, and down the west side of Hood's Canal—an arm of Puget Sound—to Port Townsend. The whole distance is some 200 miles, through vast resources of timber and minerals. Great as the advantage of position this would give Port Townsend, by the saving of towage, and several days time, it might hardly equal the benefit to Portland, in the volume of business to be derived from such a feeder. A consideration of the industries tending here, may put it in a clearer light.

**THE FISHERIES.** One year ago 2 fishing schooners from Gloucester, Mass., began operations on the north Pacific coast; already 7 are there, and 17 now on the way around the Horn. These are attracted by the astonishing results, of a year's work, in the halibut and cod fisheries; for a catch of 60 to 70 tons of cod is made in an average of 20 days, while over 3 months are

*"THE KEY CITY."*

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**KEY CITY REAL ESTATE BROKERS,**  
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A glance at the map of Western Washington will convince the most casual observer that Port Townsend is on the right side (the sea side) and at the right end of Puget Sound for a Commercial City. In the future years Port Townsend must bear the same relation to upsound cities that New York does to Albany, and Portland to Eugene City. Commercial cities are not built at the commencement of inland waters, but at the outlet. Where sail and steam meet there must a great commercial city be. Ships can sail into Port Townsend Bay and come to anchor with the sheets up. A great trans-continental Railroad is rapidly pushing its western terminus to Port Townsend Bay. It is impossible for railroads and ships under sail to meet at any other point on Puget Sound.

**CALL, UPON OR ADDRESS:**

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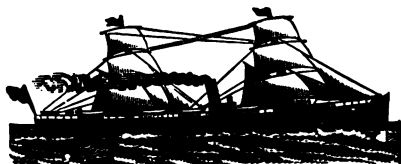
**10 Taylor Street.**

**PORT TOWNSEND, WASH.**

required to load an 80 ton smack on the Atlantic coast. It is on record here that one schooner has taken 20 tons of halibut off this coast in 1 day. If the proposition, that an acre of water can be made to support as much human life as an acre of land is anywhere demonstrated, it must be in these waters. Few people are aware, that halibut are shipped from Puget Sound on ice, and sold fresh, as far east as Maine. This business is now transacted at an expense of \$125 towage to make connections, and quite as important an item in addition—the loss of valuable time. Numerous varieties of cod, herring, and other fish are taken here in any quantity; and this industry, stretching from Cape Flattery to Alaska, promises to be even more lucrative than it has been in eastern waters. Numerous oil yielding varieties are also found, in great numbers, and a thriving business is growing up, and several factories are in operation. The benefits now being derived from fisheries, as a pursuit, are merely wayside fruits when the harvest, yet to be reaped, as progress is made in this industry, is considered. The fishing grounds only recently discovered have barely been entered. The climate is said to be perfect for curing and drying. Thirty acres on Port Townsend Bay, opposite this city, have been purchased by the fishermen, to found a settlement. This is called Gloucester, and 14 families are already located. Not to be overlooked are the whale fisheries, of the north Pacific and Arctic waters. These are nearly 800 miles closer to Puget Sound than to San Francisco. With proper connections this trade must eventually center here, with all the outfitting, repairing, building, etc., that appertains to so great an industry.

**RESOURCES AND INDUSTRIES.** While the sources of vast natural wealth, in timber and minerals, continue here in the more northern portion of Western Washington, agricultural development is, if anything, more advanced, and fruit culture, in the adaptability of soil and climate, is capable of great perfection. In Clallam county, to the west, and bordering on the Straits, is the Olympic range of mountains, which occupies most of its territory. These extend likewise into Jefferson county, of which this city is the county seat. While generally covered with immense fir, pine and cedar timber, and underlaid with fine mineral deposits, there are here small valleys of wonderful fertility. The Dungeness country is unsurpassed for hops, grasses and vegetables, and is one of the finest dairying spots in Washington. Verdure is perennial and butter from here, partaking the rich high flavor of the pasturage, received the premium at the New Orleans exposition of 1884. There are extending south the Chimacum, the Leland and the Quilcene valleys, of the same character. Sheep, too, thrive well here. Wheat can be produced, with astonishing yield, reaching 100 bushels per acre; but the berry is soft, and oats, barley and hops give better returns. Apples, pears, peaches, plums, prunes and small fruits do splendidly. Game is very plentiful, and the small streams, quite numerous, abound with fish. To the north the San Juan archipelago, while comprising a territory of less than 300 square miles in extent, presents varied resources and capabilities. Somewhat

# Pacific Coast Steamship Company



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**CALIFORNIA SOUTHERN COAST ROUTE.** Steamers sail for Santa Cruz, Monterey, San Simeon, Cayucos, Port Harford, San Luis Obispo, Gaviota, Santa Barbara, Ventura, Hueneme, San Pedro, Los Angeles, and San Diego, nearly every day.

**ALASKA ROUTE.** Steamships sail from Broadway wharf No. 1 at 9 00 a. m. every week in summer and every two weeks in winter, due at Victoria a. m. and Port Townsend p. m. Transfer to Alaska steamer at Port Townsend.

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For Ensenada, San Jose Del Cabo, Mazatlan, Lapas and Guaymas, (Mexico), steamer Newburn sails 25th each month.

**RATES OF FARE**, which include meals and sleeping accommodations, are lower by this than any other route. Through tickets sold to all the principal places on the coast. Stages and Railroads make close connections with steamers for all the principal places in the interior. For further information in regard to Tickets, call at the

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mountainous, the islands contain fine grazing lands, and mixed farming, dairying, and sheep raising are followed by the inhabitants. The choicest of fruits, including peaches, are grown in perfection. The islands might, indeed, be called a nursery. The soil is of every variety and quite diverse. Limestone and iron are found, and 1000 barrels of lime per day are being made from one ledge at Roche Harbor. In this one body alone there is sufficient to last at this rate 1000 years. The stone is the finest known to exist in the United States. Game is abundant and deer plentiful. Island county, lying to the east, is bordered by the many varieties of excellent timber. About one-half the land is the finest imaginable. Farms here could not be bought for \$100 per acre. Timothy, hay and oats are the leading productions. All the fruits again are in profusion. The climate is exceedingly mild. East of Island county lies Skagit, extending from the Sound to the Cascades. Most of this is mountainous with heavy timber, and great coal and iron deposits. Along the Sound, in the western portion of this county, are dyked and beaver dam lands. These are low meadows, reclaimed by the work of these animals, and are frequently found in Western Washington. They are known as the Samish and Swinomish flats; are very fertile, and excel anything known for the production of oats, reaching in yield 125 bushels per acre. These are shipped by way of Port Townsend to San Francisco. This is the situation about Port Townsend, and it should be enough to hint to Portland that the point, which puts itself in railroad communication here, will derive incalculable benefits. Commerce of these times does not permit vessels to bring and discharge ballast to get a cargo. If Portland will reach out, and unload the vessels that arrive here, and receive the benefit of this traffic, she and Port Townsend will find no difficulty in providing them with cargoes for a return trip. Tonage, pilotage, and time saved will quite counterbalance the extra haul.

**MILLS, MANUFACTURES AND FACILITIES.** South of the city on the bay, is the only blast furnace yet at work in the state. This is making 50 tons of pig iron per day, of the very finest quality produced in the United States. Ore is obtained of one quality immediately adjoining, and of another from the San Juan islands near by. Nineteen immense charcoal retorts are used in connection with the furnace, and a rolling mill is to be added to the works. In the city is a machine company, with marine ways, and a foundry turning out architectural iron work—building fronts, etc. These are shipped to various points on the Sound, besides being used in the city's buildings. Engines are built for vessels, and all kinds of repair work done. Manufacturing in this line might be extended to any proportions that a growing city could require, with material so cheap, and at hand; for copper, too, is found on the peninsula. One of the larger class of saw mills is kept busy here, and besides the great quantities of lumber consumed at home, in factories, planing mills and ship building, considerable is exported. To utilize a magnificent quarry of sand stone, fronting on the bay, with ample depth of water for any class of vessels, the government is urged to build a dry dock. The action of the teredo

makes masonry an absolute necessity for any such structure on the Sound. The wants of the commercial marine demand this already. It is proposed also to establish a naval station in addition to the military headquarters now located here. No better reason could be found for this, than the advantage of position at the head of the Sound. In order that the city might be prepared to enjoy the development and expansion to which its location, numerous resources, and great advantages entitle it, its people have supplied it with every facility for metropolitan growth. It has good schools; churches; the societies; and excellent social organization; two daily newspapers; banks; electric light plants; water works; and fire department equal to many places of much greater size. A steam motor line of street railway, 7 miles in length, passes all through the business portion, and extends over the high bluff into the spreading section of its city residences. The view from these heights is one of majestic beauty. Such a combination as the marine prospect of the Sound to the south, and the Straits, on the north, dotted with innumerable islands, and bordered on the east and west by the ranges of the Cascade and Olympic mountains, with Baker, Rainier, and Olympus, rising into prominence and bold relief, is one that fancy's wanderings might picture, but the tour of the most extensive traveler has seldom, if ever, presented in embodiment, as it is here spread out on a clear day.

**THE CLIMATE** is soft and bland, and in connection with the rainfall, in the immediate vicinage of this city, remarkable enough for comment. The conditions prevail nowhere else in Western Washington. The annual average precipitation, for a term of 10 years, at Port Townsend, is 17.04 inches. The maximum for this time has been about 22, and the minimum 13 inches. At Cape Flattery, a little over 90 miles west of here, the average rainfall is more than 100 inches, while a few miles north, east, and south, it is plentiful though not excessive. For example, during the year 1879, at Port Townsend the rainfall was 16.70 inches; at Cape Flattery 136.16, and at Port Blakely, opposite Seattle, 64.85 inches. In as short a distance as 5 to 10 miles in any direction the moisture increases. The temperature is exceedingly equable, zero and 88° above marking the extremes. For these figures we are obligated to Judge J. G. Swan, by whom these indications have been carefully kept. In his report to the Naval Commission, January, 1889, he says further in a lucid explanation: "The mildness of the temperature of Puget Sound basin, and particularly at Port Townsend, is due to the influence of the *Kuro Siwa*, or Japanese warm stream, which sweeps northward along the Japanese group, crosses the north Pacific ocean and strikes the American coast, somewhere in the vicinity of Queen Charlotte Islands, where it separates into two branches, one sweeping north past the Kurile Islands, and the other passing along the coast of British Columbia, Washington, Oregon, and California, producing that remarkable, and uniform mildness of climate, which is a mystery to eastern people. This warm stream, varying in Winter from 40° to 50°, and 54° in Summer, comes in from the ocean twice in every 24 hours, only chilled

in winter at the mouths of fresh water rivers, where ice occasionally forms, but never at Port Townsend, where ice on the water of the bay is never seen." Now if, to a port and harbor quite perfect, could be added one more merit, it must be to say of it that not on a dozen days of the year prevail conditions, of weather, to interfere with the discharge or lading of the most delicate cargoes. The railroad as already described, is reported to be under contract for construction. The intention, long entertained in Portland to own and operate a line of steamships to China and Japan might, united with this connection and the trade now developing on Puget Sound, easily take shape, and result in its establishment. The distance is 900 miles shorter than from San Francisco. How soon this stone—long rejected of the builders—may become the head of the corner, in the structure now being reared on Puget Sound, interests Portland, in its prospective benefits, quite as closely as Port Townsend.

## WHATCOM.

**THE CITY OF WHATCOM**, Whatcom county, is the most northern settlement, of importance, in the Puget Sound country. It is distant by water 125 miles from Seattle, and is, as yet, best reached by the Sound steamers.

**LOCATION AND HARBOR.** This city is situated on the beautiful Bellingham bay looking out, from the east, upon the Gulf of Georgia and Straits of Juan de Fuca. It is located with advantages which are rapidly developing into a position of great commercial importance. Its railroad, now in process of construction, is to give it the advantage of a transcontinental connection with the Canadian Pacific; and in being 70 miles nearer the Pacific Ocean than Vancouver, the present terminus of that road, it is not unlikely that it may attract a great deal of business to it, besides opening up a means for the development of its surrounding resources. Other roads are also in course of building, which are to give it valuable southern and eastern connections.

It has a fine harbor, 5 miles long and 3 miles wide, well sheltered, with some 50 feet of water, and good anchorage everywhere. The shores of the bay are flat, in striking contrast to the Sound generally, and rise with a gentle and beautiful slope, upon which the residence portion is fast growing. Lying behind it, at an elevation of 318 feet, is Lake Whatcom, gathering the waters that feed the numerous streams from the ever-melting snows of Mount Baker. This lake is 11 miles long and nearly 2 miles wide, and aside from being a delightful resort, and a spot of great beauty, it supplies the purest of water



**FAIRFIELD, WASH.**

FARMERS, LUMBERMEN and MINERS will find every implement and article for a complete equipment at P. GIMBLE & SON'S. Mining and Lumbering Camp Outfits a specialty. See page 112.

for all domestic purposes, and furnishes a very valuable water power, already utilized largely, in the manufacture of lumber. One mill alone has a capacity here of 100,000 feet per day, and the combined capacity is 200,000 feet.

**NATURAL AND AGRICULTURAL RESOURCES** abound here, in close proximity and valuable connection. Coal, iron and lime are found almost adjoining each other, and in profuse quantities. Fine building stone exists quite without limit. A large portion of the adjacent country, is covered with excellent heavy timber, comprising all the varieties, and this has developed a great industry. The county contains, besides, magnificent lands of great fertility, and adapted to every branch of agriculture. Grains of all kinds are produced bountifully, and hops are grown in all the profusion of the best locations in Western Washington. Sheep and stock raising form an important industry. To name fruits would be but to indulge in the repetition, of all we have said, concerning the pomological capacity of this inner region of the Straits; for here the unobstructed passage, not only of the warm Japan stream itself, twice a day, but the winds that follow it, render the climate perfect for all the hardy, and semi-tropical varieties. There are good lands open for homestead and pre-emption, and deeded and improved lands are cheap.

**GROWTH AND EXPANSION.** Whatcom can hardly be considered distinctly from 3 other settlements on Bellingham Bay—Sehome, Bellingham, and Fairhaven—adjoining each other, and all growing and expanding at a rate that will soon merge them into one city of 7,000 inhabitants, which it would not be injustice to now consider them. All these cities are soon to be connected by a street railway; and the industries and advantages established in each of them are calculated to make a city of fine proportions and much enterprise. There is a great influx of new people here, and building is everywhere progressing. Every facility and convenience for business and residence is remembered in the city's expansion, which is of the same character as is now infusing everything on Puget Sound. United into one city, as it circles around the bay, the view from every approach makes it one of great attractiveness to the visitor; while its schools; churches; newspapers; and societies, are to render it still more so to the settler; and its mines; mills; factories; commerce, and various industries will insure it a fair share of the national attention, which the Puget Sound country now attracts.

---

**THE REGULAR DAILY PUGET SOUND STEAMERS**  
—OF THE—  
**UNION PACIFIC SYSTEM**  
—LEAVE THE—  
**BELLINGHAM BAY CITIES**

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## VICTORIA, B. C.

**I**N NOTHING is the O. R. & N. more fortunate than in having for the terminus of its Puget Sound system, 117 miles from Tacoma, a city of the character of Victoria; and in nothing is the traveler and tourist on the Sound happier than in the calm retreat which this delightful place affords, and which, in many ways suggests itself as

**THE NEWPORT OF THE PACIFIC COAST.** This is a beautiful city of about



16,000 people, located on the most eastern point of Vancouver Island. Not alone does its situation upon an island, and near to an immense Sound of water, intimate resemblance to the Newport of Rhode Island, but the exact and lovely miniature of a great city and magnificent harbor, in which it all appears to the view, makes it quite striking. Besides it is so intensely restful; with everything in perfect repose—even business. If the people are enterprising they are placidly so; and if they are energetic they are not excitedly so, as those we have just left. After the rush, bustle, activity, building, expanding, and “booming,” of the Puget Sound cities, feelings of transport

and security here combine to afford luxurious and indulgent quiet. It is thoroughly and delightfully English. There is no hurry anywhere. Everything is orderly and regular. Yes, everything—except the tide; that is quite irregular, and rises only once, instead of twice, in twenty-four hours; and this it probably does, for the peculiar reason, not to be in a hurry—anything is excusable here rather than to be in a hurry. The dweller in the States comes here for recreation, and it is in this he recognizes

**THE CITY'S ATTRACTIONS.** Like all English cities, it wears a finished, neat, and substantial appearance. This city never *sprang up* in the Yankee way; it was *founded* in the formal ponderous British manner, that all cities were, in British North America—by the Hudson Bay Company and a Fort. This co-partnership has always worked harmoniously, and succeeded admirably. The one does all the *business* and the other attends closely to the *security*. It impresses the visitor as antique. It has a fresh look; but an old expression has this Victoria, B. C. The idea of age may come from the B. C. There is something in a name. The buildings, too, suggest antiquity. A small low structure of solid granite blocks, with awful iron shutters and doors, and its lettering “Bank of British North America,” makes it seem old. Generations are familiar with that. It needs a visit to the store of the Hudson Bay Company, however, to remove the last mark and symptom of adolescence. This is well worth an inspection. Nothing like it can be seen

# VICTORIA,

THE QUEEN CITY OF THE PACIFIC COAST.

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*THE CAPITAL AND COMMERCIAL METROPOLIS*

—OF THE—

PROVINCE OF BRITISH COLUMBIA.

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*F. G. RICHARDS, Jr.,*

LEADING REAL ESTATE AGENT

IN THE CITY,

*MONEY LOANED AND INVESTMENTS MADE  
FOR NON-RESIDENTS.*

---

**This Beautiful City** is illuminated by **Arc and Incandescent Lights**. It has now **Five Miles of Electric Street Railway** operating, to be increased at once to **Twenty Miles**. During 1889 over **One Million** dollars were expended in building. Nearly **One Million** appropriated for sewerage. **Twenty-five Thousand** were spent in improvements on **Beacon Hill Park**. Population has increased this year to **Twenty Thousand**. Our **Public Schools** are the best on the coast. **Bonuses** have been granted to

**Sugar Refinery, Rice Mill, Flouring Mill, and Paper Mill.**

CORRESPONDENCE SOLICITED.

**F. G. RICHARDS, JR.,**

**51 Yates Street.**

**VICTORIA, B. C.**

*BEST OF REFERENCES FURNISHED.*

anywhere in the States. It is a large, red brick warehouse, of sombre appearance, where every conceivable article, from a pin up, can be purchased. It bears no resemblance to Wanamaker's, of Philadelphia; Macy's, of New York; or Field's, or the Fair of Chicago. It is, outside and in, perfectly plain, and everything is in order. There are no tortuous aisles, and decorated counters; no display of articles hung up, or spread out, to be pulled and hauled about; and no army of attendants to answer idle questions. No tasty little placards "Latest Styles," "Your Choice for 50c," "Elegant," "Try Our Golden Rio," "Nobby," "Just the Thing," etc., meet the eye. The store is not run *ad captandum vulgus*. You are supposed to be here to buy; not to look around in idle curiosity for bargains. You cannot purchase a collar button, and then try on a sealskin sacque; paw through the *passementerie*, and then test a cheese as you go out. But you can get anything here: groceries; ready made clothing; carpets; mats; oil cloth; dry goods; hats; boots and shoes; rubber suits; farming implements; millinery; or kitchen utensils. You can find whatever the ingenuity of man has been able to box, bale, bottle, barrel, can, preserve, or dry. You can buy fresh butter and a sealskin sacque; peanuts, confections and muslins; zephyr worsteds, anchor chains and ships' hawsers; bombazines, white tulle and sail cloth; *faience*, Sevres China and sewer tiling; watch crystals, mainsprings and bar iron; pocket knives, manicure sets, and rip and buzz saws. There is everything from Soho Square, Piccadilly, and The Strand, London. In the vaults are wines and liquors, that the villas of the Rhine could not match; brandy that witnessed the fall of the Bastille; and port that lay in London Dock when George the Third was King. You will come away from this store sighing "How wretchedly young I am!" Business begins in the Provinces of B. N. A. when the stores of this Company open shutters. The city is attractive, too, because clean and orderly. Merchants do not open till late in the morning and close early. There are regular hours for work and no crowding two days labor into one. The hotels are excellent; and even the small and cheaper ones, in regard to neatness of rooms and beds, may be called first-class. The restaurants are exceptionally good, and on the style of San Francisco. The tables are well supplied with fish, clams, oysters, mussels, meats, game, vegetables and fruits, all of the very nicest. Carriages and cabs can be called up, in the streets, at any moment, and engaged at moderate rates. Places of amusement are well patronized, and call first-class performers here on their tours. Trade in Indian curios and trinkets is quite extensive. Impositions are nowhere practiced upon travelers or visitors; and a week or two can be spent here very enjoyably, without a bad financial set-back. The people are pleasant and unobtrusive; and have a healthy, robust, wholesome appearance. The visitor, from the States, will find here all the change he comes in search of; and find it among an agreeable people. These things make it attractive, but

**THE ENVIRONMENTS** render the city charming. The delightful little harbor has two forks; across James Bay—one of them—lies the best resi-

# *The Driard.*

**The Only Strictly First Class Hotel**

—IN—

**VICTORIA.**

---

The Reputation of THE DRIARD is World Renowned

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*AMERICAN PLAN.*

**REDON & HARTNAGEL, PROPRIETORS.**

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**TRAVELERS <sup>AND</sup> TOURISTS**

Will do the SOUND properly visiting its cities by the magnificent  
day steamers of the UNION PACIFIC en route to or from

*The City of Victoria.*

**HERE FINE DRIVES,——**

——**DELIGHTFUL BOATING,——**

——**BEAUTIFUL SCENERY,——**

——**UNMATCHABLE WEATHER,**

**Combine to render every day enjoyable and afford most agreeable  
change before and after**

**THE ALASKA TOUR**

*Always taking or leaving the Steamer at Victoria on this Trip.*

dence portion, and of very pleasing appearance it is. Here, too, are the Colonial Government buildings, neat little structures situated in a pretty park. They comprise the Treasury, Land Office, Printing House, Museum and Assembly Chamber. These give again the impression of Nationality in miniature; especially the Assembly Chamber, which strikes one as a sort of nursery of statecraft—a political kindergarten.

**BEACON HILL PARK.** Further on, upon the point, which extends out to form the harbor, is Beacon Hill Park; a spot of great natural beauty; and which the expenditure of money, appropriated for the purpose, is improving with great effect. Here the Cricket, La Crosse and Baseball Clubs have their grounds, and games are most any afternoon to be witnessed; and, when cool enough, Rugby football here demands an occasional martyr. Round a prominent knoll, in the clearing of the Park, is a fine level mile track, where from the eminence, in the center, thousands can witness a race from start to finish. Other parts contain beautiful forest trees, a deer park, and small lakes, which add to the adornment.

**THE NAVAL STATION.** Esquimalt, the British Naval Station, three and a half miles west, has a deep and securely sheltered harbor—a perfect inclosure. A stage runs from the city hourly. It's a little rickety for an English Coach, but as it's "The Royal Mail" we submit without a murmur. The country is rugged, the scenery picturesque and the ride enjoyable. You pass neat little cottages, and handsome residences, and all are surrounded with a profusion of flowers. A board sidewalk follows the road the whole distance, and affords genuine English exercise. You pass the "St. George's Inn" and the "Coach and Horses," and you may stop if you please, and try a tap of Colonial brew. Some accommodating blue jacket can generally be found to join you in "splicing the main brace." The navy yard and dry dock will well repay a visit. You may happen there when some fine war vessels are in the harbor, and will be courteously treated, as visitors are, on board. To a Yankee the idea will suggest itself that perhaps these are what keep Victoria so quiet. They might easily arouse or allay excitement in a much larger city.

**THE ARM.** Rowing is not only a popular exercise here, but pleasing recreation. "The Arm," as it is called, is an inlet from Rock Bay—the other fork of the harbor on the west side of the city—extending inland some four miles. It is half a mile in width, save at one place, a very picturesque spot, where it flows through a deep and narrow gorge. As a rowing course one can imagine nothing more perfect. Along the gently sloping banks, thick with foliage, is here and there to be seen a fine residence making it, the whole length, a rare and fascinating journey. Afternoon and evening its surface is well covered with small row boats and shells, pleasure parties and oarsmen alike seeming never to tire of the enjoyment and exercise it affords. With this admirable sculling course, Rugby football, La Crosse and a cigarette factory in successful operation, Victoria may challenge comparison with Cambridge or Oxford as a location with every facility to invite an educational uni-

# VANCOUVER,

## British Columbia.

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YOU WILL ACT WISELY

If you go to Vancouver in British Columbia and look over the investments  
which

*RAND BROTHERS*

Have to offer.

Best Business Property \$500 per foot frontage.

Best Residence Property, \$30 per foot.

Acres Inside the City Limits from \$400 per acre upwards.

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*Columbia St., New Westminster, B. C.*

*107 Cannon St., London, England.*

versity of high classical character. These things make the student's paradise.

**THE DRIVES.** Charming are the pleasant drives for miles in many directions, over good hard Macadamized roads. Through Beacon Hill Park and along the Straits; out to Dunsmuir Castle and past other magnificent residences; over the gorge of the Arm to Goldstream and the Niagara Canyon; and to Esquimalt Harbor are some of the principal places to visit; while anywhere through the timber, and thick underbrush of ferns, the rides are delightful and afford a variety of trips. At places these woods are perfectly dense, shading and darkening the road; then emerging here and there, as an eminence is reached, the marine view breaking through the openings, in the timber, comes like a transformation scene. To make the stay of the traveler entirely agreeable the climate lends additional charms. One issue of healthful, mild and agreeable weather; which in Summer never, and at other seasons seldom is inclement enough to interfere with outdoor enjoyments. The extremes of temperature are 8° in Winter to 84° in Summer and the annual rainfall 24 to 25 inches. In the pleasures and recreations of Victoria alone can the visitor from the States participate; for from its wealth and business the Customs House officer bars him. It is very well so. The thought of business would profane a visit to this pleasant city.

# The Union Pacific System

VIA PUGET SOUND, TACOMA AND PORTLAND,

Offers to travelers over its line

TWO DAILY PASSENGER EXPRESS TRAINS EACH WAY,

"*THE LIMITED FAST MAIL*" and "*THE OVERLAND FLYER*."

Leaving Portland 7 a. m. daily.

Leaving Portland 9 p. m. daily.

For particulars of equipment and accommodations first and second class on these trains see page 105.

For tickets, rates, Pullman reservations and steamboat berths and state-rooms call upon

**GEO. A. COOPER, TICKET AGENT,**

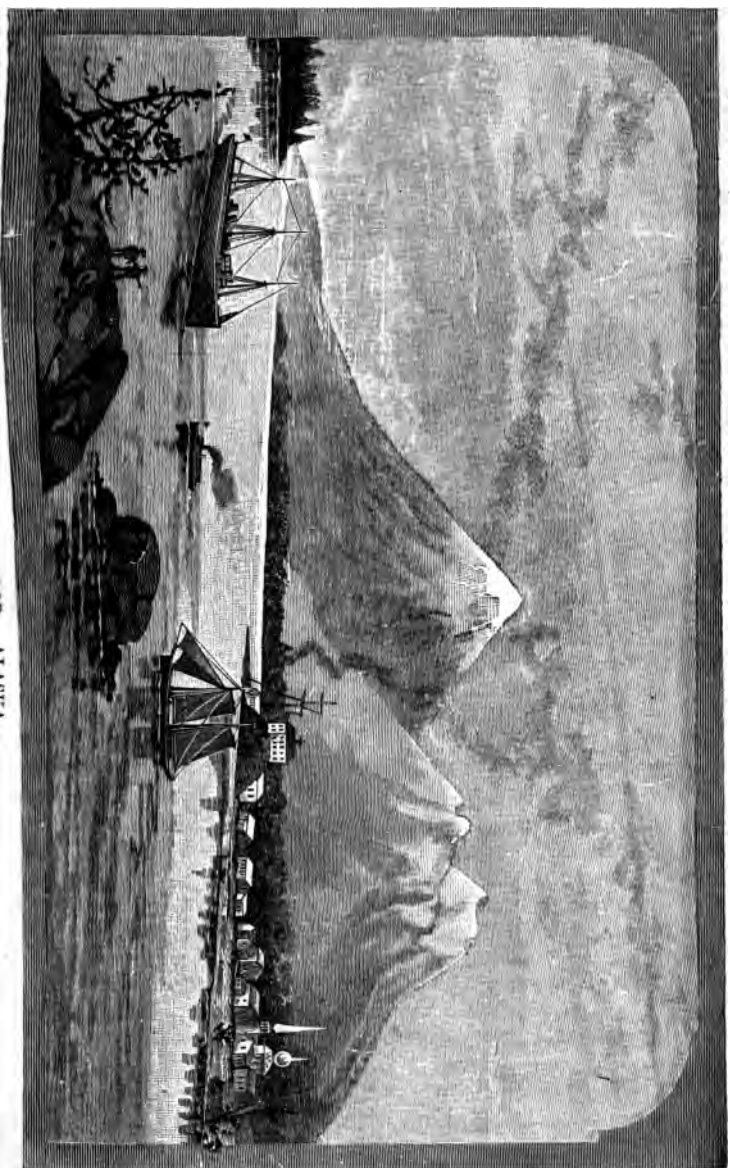
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VICTORIA, B. C.

—OR—

**A. H. MELLON, Ticket Agent,**

VANCOUVER, B. C.



SITKA HARBOR.—ALASKA.



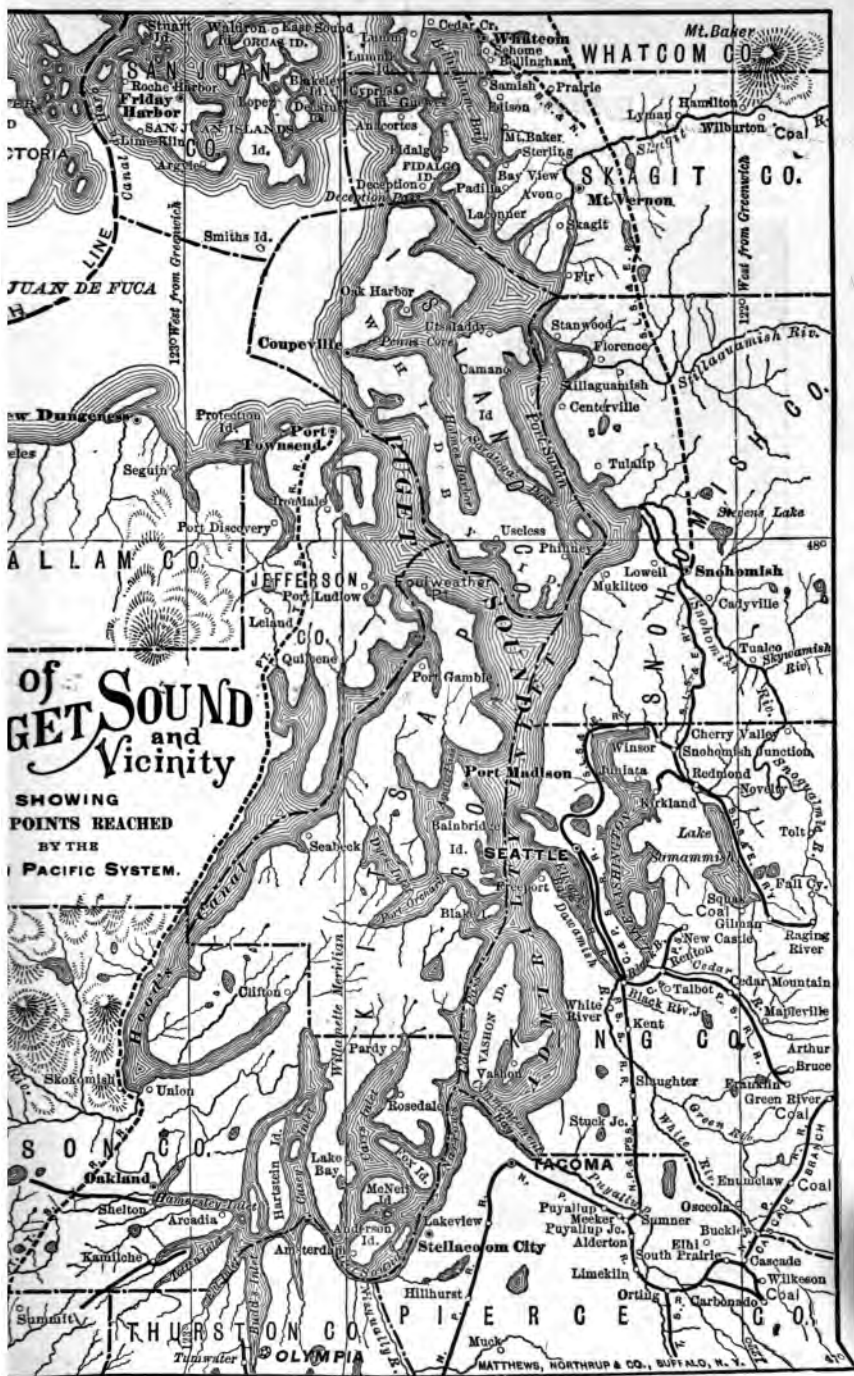
## PUGET SOUND.



SHORE SCENE—PUGET SOUND.

OF PUGET SOUND, not to become tedious in the mention of its scenic beauties, once and for all— the world hath not its fellow. Calm and undisturbed, between the snow-clad ranges of the Cascade on the east and the Olympic mountains on the west it looks a perfect retreat. Undoubtedly a great inland sea, it yet bears not the slightest resemblance to any body of water so called. From no point save a bird's eye view is revealed any great expanse of water, so completely land-

locked is it everywhere. There is no terror inspired by the freshening sea at any time, and land is always near. It is a huge and almost interminable marine highway; one series of bays, arms, inlets, coves, and canals, all connected and yet, all separated and partitioned off by peninsulas, points, capes and islands. It has a great depth of 300, 400 and even 600 feet, it is without a bar, shoal or rock; and two vessel lengths from shore any size of craft may navigate with safety. Saratoga Lake is at times more ruffled; and a mill pond is not smoother than its surface generally, being seldom disturbed even by winds and tides in conflict. Its beauty claims the least regard striking as it is. Nature, if she ever shows design, displays it here. Place this body of water, as it exists in Western Washington, anywhere east of the Rocky mountains, and its serviceability would be comparatively lost. An ordinarily hard blow, such as is frequent there, would wreck every sailing vessel on a lee shore; and in a gale a steamer would hardly find sea room. Nowhere in the body of the Sound can anchorage be found. Here, however, no vessels are ever lost. Here the rude shocks of nature seem never to occur, and here prevails complete exemption from the agitations, which disastrous storms breed. However turbulent the rough evidences show nature to have formerly been here, it has now subsided; and this region has dropped apparently into that center, amid revolving forces, called inert. Seemingly this is just where the reactionary power of surrounding disturbances meet each other to produce a counterbalancing calm. Stripped of these prevailing conditions Puget Sound, now the safest, would become the most treacherous of waters. Its form, too, renders it not less serviceable than do these other conditions. Reaching into the land from the Straits not 10 miles, strictly speaking, it has a shore bordering these forests and mineral deposits, of over 1800 miles, in many places scarcely otherwise penetrable. Without its ramifying arms, bays, canals, and inlets, it could render but little service where now it is incalculable; for the value of the standing timber alone, of



MATTHEWS, NORTHRUP & CO., BUFFALO, N. Y.

Western Washington, so much of which it affords access to, is estimated to be over \$3,500,000,000. Not to urge its importance in this way is to fail in describing it; and not to comprehend the exhaustless resources and wealth,



which it unlocks, and opens the way to, is to look in vain for the causes of the rapidly developing cities it has called into existence, only as yet in their incipency.

Here and there, dotting the shores of this Sound, will, in a few years be seen towns, villages and hamlets, where everything to-day is wild. Exaggerated conceptions of what may be 20 years hence will then be limping way behind the actual conditions of that time. The indications are here already. A little opening is sometimes to be noticed when the shore is neared. Even now neat houses can be seen, with fruit trees and garden patches in the clearing. Along the railroads, leading out from the cities of the Sound, single sawmills are founding villages, and hewing out locations in the forests. These, as the mines

begin to open, will be more numerous, and larger. Such inducements, coupled with that of a delightful climate, may yet be strong enough to coax Mr. Carnegie's "triumphant democracy" to desert Pennsylvania, and, by settle-

ment here, escape an annual recurrence of the reduction of wages. If we were to judge from the activity on the Sound where every craft is busy; every steamer, sailer, tug and scow are making money, we would conclude that it is even now taking place. A tour of Puget Sound breeds optimism; and to describe it with anything like justice demands enthusiasm. To partake of this enlargement of existence, and feel the pleasure of its inspiring influence

**THE SOUND STEAMERS** of the O. R. & N. furnish every means and convenience, while they satisfy and accommodate the traveler. The tourist's trip is from Tacoma to Victoria, touching at Seattle and Port Townsend, and so consuming the day. The magnificent steamers Olympian and T. J. Potter alternating, leave the wharf every morning at Tacoma on arrival of the trains. The connection is made with a walk of a few rods. Passengers, who wish to escape an untimely rising, may secure berths or staterooms the night before the morning of departure, and have an undisturbed sleep on board. The same privileges may be had, at Victoria, for the return trip. Meals, berths and staterooms are extra, and not included in the tickets of passage. Prices of these vary to suit accommodations: Single upper berths, 50c; large lower berths, \$1.00; stateroom, containing both, \$1.50; more spacious staterooms, with large beds and upper berths, \$2.00 to \$3.00 each. These prices govern on all the boats of the O. R. & N.; and 150 pounds of baggage is allowed each passenger, as on the railroad. Breakfast may be taken on board after leaving, as also other meals, for 50c each. These are excellent and well served. Stops of from thirty minutes to one hour are made at Seattle and Port Townsend, affording some opportunity to see the cities. Cabs and carriages are always in waiting on the docks. While no traveler will fail to make this tour, any of the following trips present objects of much interest, and will afford great satisfaction. We have never yet seen the traveler who did not express regret after leaving, that he had cursorily "done" this region. We give below some of the principal routes:

**TACOMA AND SEATTLE ROUTE.** Steamers leave these two points, making frequent trips each way during the day, including Sunday.

**SEATTLE, TACOMA, OLYMPIA AND KAMILCHE ROUTE.** Steamer leaves daily each way, connecting, by rail at Olympia for Gray's Harbor points.

**PORT TOWNSEND AND NEAH BAY ROUTE.** Steamer leaves Port Townsend every Monday and Thursday, touching at Dungeness, Pt. Angeles, Crescent Bay and Pysht. Returning leaves Neah Bay every Tuesday and Saturday.

**SEATTLE AND WHATCOM ROUTE.** Steamer leaves Seattle daily except Saturday, touching at Clinton, Coupeville, Utsalady, La Conner Anacortes, Guemes, Samish, Blanchard, Fairhaven, Bellingham, Sehome and Whatcom.

**SKAGIT RIVER ROUTE.** Steamer leaves Seattle Monday, Wednesday and Friday, touching at Mukilteo, Pt. Susan, Tulalip, Stanwood, Utsalady, Mann's Landing, Fir, Skagit and Mt. Vernon. Steamer leaves Tacoma Tuesday and Friday, Seattle Wednesday and Saturday on tide making all the above landings.

**TACOMA, SEATTLE AND SAN JUAN ISLANDS.** Steamer leaves Tacoma Wednesday and Saturday, leaves Seattle Thursday and Sunday on tide, touching at Clinton, Utsalady, Stanwood, La Conner, Friday Harbor and Roche Harbor. Steamer leaves Seattle Sundays, leaves Port Townsend Mondays, Wednesdays and Fridays for Smith's Island, Richardson's, Argyle, Lopez, Friday Harbor, Maple, Roche Harbor, Orcas, East Sound and Whatcom.

**TACOMA AND WHATCOM ROUTE.** Steamer leaves Tacoma Mondays, Wednesdays and Fridays for Seattle, Utsalady, Fairhaven, Bellingham, Sehome, Whatcom and way ports.

**PORT GAMBLE, SEABECK AND UNION CITY.** Steamer leaves Seattle Mondays for Port Gamble, Seabeck, Quilcene and Union City. Steamer leaves Port Gamble Monday, Wednesday and Friday. Return trip is made same days, leaving Seabeck at 7 a. m.

**PUGET SOUND AND PORTLAND ROUTE.** Steamships of the O. R. & N. leave Seattle, Port Townsend, Whatcom, Roche Harbor and Port Angeles, Wash., and Vancouver, Nanaimo, New Westminster and Victoria, B. C., every 5 days for Portland by way of the Straits of Juan de Fuca, Pacific ocean and Columbia river.

**PUGET SOUND AND SAN FRANCISCO ROUTE.** Steamers of the Pacific Coast Steamship Co. between Tacoma, Seattle, Port Townsend, Victoria and San Francisco arrive and depart every 5 days; and connect with steamers of the same company on

**THE ALASKA ROUTE.** This tour should always be a part of the trip of every traveler, who comes to the Pacific Coast for recreation, between the months of April and October; for the pleasure of travel to Alaska does not begin till May and ends in September. The trip can be made either from Portland or the Puget Sound cities. During the whole voyage, occupying some 25 days, there is not one thing to interfere with the pleasure of admiring the beauties that come and go in quick succession. Not a wave or ripple, day after day, causes the slightest feeling of sea-sickness. The whole journey is through sheltered waters of the Pacific Ocean, and only an uncontrollable appetite gives a suggestion of salt water. Hundreds of miles, past thousands of islands, through straits, channels and gorges, with gigantic mountains, wrapped in clouds and ice, on either side, you travel in perfect safety. Amid glaciers, to which the largest in Switzerland are insignificant, crashing and tumbling into the water, you are undismayed and lost in admiration. The waters abound in fish, of the choicest kinds, which you may tire catching or surfeit eating. The mining camps and their operations; the native Indians, more intelligent than the wild tribes found further south; their habits, dress, canoes, and wares and trinkets offered for sale; all afford a charming variety to sight-seeing. New points of interest are ever unfolding; and the short stops are ample for change; for the pleasure is in moving, and no desire haunts you to remain. The wealth of resources encountered is wonderful. There are millions of acres of densely wooded lands, covered with spruce,

cedar, Oregon pine and other varieties. Canoes, 60 feet long and 8 feet wide, are to be seen, made of single trees, by the natives. Gold, silver, lead, iron, coal and copper are all found in different localities, and are awaiting development. In addition to the fisheries—an immense industry—about 100,000 seals are annually taken, besides the sea otter and walrus. The shore climate is mild, bathed, as the coast is, by the warm Japan current. The world affords to the tourist no such other trip, all to be enjoyed under agreeable surrounding conditions. The steamers are modern iron vessels, with every late appliance, in state rooms, cabins and saloons, for the convenience and enjoyment of the traveler.

## HO! FOR ALASKA!

**THE ALASKA EXCURSION** having become the excursion of the continent, the Pacific Coast Steamship Co., in order to meet the popular demand, has determined during the excursion season of 1890 on placing an excursion steamer on the route (in addition to its regular steamers) that for speed, elegance and comfort shall be unexcelled by any vessel afloat.

**THE EXCURSION STEAMER "QUEEN"**—3,000 tons, is 340 feet long, and has accommodations for 250 first-class passengers. She is supplied with all modern improvements and appliances, including the electric light in every stateroom, etc. The staterooms of the Queen are unusually large and handsome. She will make two trips per month, starting from Tacoma—connection made at Townsend with San Francisco steamers. She will call at Wrangle, Juneau, Glacier Bay, Sitka and other points of interest. The Queen will sail on her first excursion from Tacoma June 2d, connecting at Townsend with City of Pueblo, leaving San Francisco May 30th.

**REGULAR STEAMERS.** The company will run two regular steamers—the fine iron propellers, Geo. W. Elder and City of Topeka. Both of these vessels are splendidly adapted to the Alaska trade, and have large and fine passenger accommodations. They call at a greater number of places in Alaska, and take about 22 days to make the voyage from Port Townsend and return. For this reason many tourists prefer to take passage on one of these vessels rather than on the excursion steamer, which makes the trip in about 12 days and therefore has to run at a high rate of speed and call at fewer places. The Elder and Topeka extend their voyage to Portland, Oregon, and call at Tacoma, Seattle, Port Townsend and Victoria. All the Alaska steamers connect at Townsend with the San Francisco steamers.

**TICKETS** are sold from San Francisco, good either via the Columbia River, Portland and Tacoma, or via the straits of Fuca and Victoria, to go one way and return the other. Passengers from the East holding through tickets to Alaska via Portland can take the Alaska steamer (the Elder) direct from Portland or go from Portland to Puget Sound by rail and take steamer there.

**RATES OF FARE.** The excursion fare is extremely low, say from San Francisco to Alaska and return, \$130, which covers nearly a month's time, about 4,000 miles of transportation, beside meals and sleeping accommodations on board the steamer. From Portland and return, \$109. From Tacoma and return, \$100. From Port Townsend and return, \$95. Excursion tickets are sold only during Excursion Months, viz: from May to September, inclusive, by

**GOODALL, PERKINS & CO.,** Gen'l Agents, 10 Market Street, San Francisco, Cal.

**W. T. WALLACE,** Freight and Ticket Agent, 83 First Street, Portland, Oregon



Your Attention is Invited to

# Gray's Harbor,

## THE DULUTH OF THE PACIFIC COAST.

—NOTE THE ADVANTAGES OF—

### ITS LOCATION.

It is seventy miles due west from Tacoma, on the Bay of Gray's Harbor on the Pacific Coast. It is nearer San Francisco and the markets of the world than any of the Puget Sound ports by 350 miles. This means a saving of 700 miles of ocean travel and eight to ten days time. Ten miles of towage only are required to take vessels from Gray's Harbor to the sea.

### ITS RESOURCES.

These are of timber, minerals and agriculture. One hundred and eighty billion feet of fir, cedar and spruce—one-quarter of all the timber in Washington—is naturally tributary to this point. With the completion of the Nicaragua Canal the greatest lumbering point in the world will be Gray's Harbor. This city is the natural outputting point of the great Humptulips and Chehalis valleys—valleys of rich bottom lands, capable alone of sustaining an agricultural population of 50,000 people, and where thousands of acres are now open for settlement. Eighty miles east of Gray's Harbor lie the coal fields of Western Washington. On completion of a railroad to these fields coal can be brought on an easy down grade to the wharves at Gray's Harbor at minimum cost. Vessels can run in, coal, and be out to sea in four hours.

### ITS RAILROADS.

By the Hunt Railroad, now building to the city of Gray's Harbor, connection will not only be established with a great transcontinental line at Centralia, but by 1891 this city will be made the western terminus of the Hunt system, affording an outlet for the famous Walla Walla wheat district. The Union Pacific System has its line already surveyed from Portland to Gray's Harbor, a distance of 130 miles. Estimates have been completed, and the intention is to build this summer, and the result will be a city here in Western Washington rivaling both Seattle and Tacoma.

### ITS HARBOR.

Secure and land-locked, its harbor is well sheltered, and contains over 600,000 acres of good anchorage room. The bar at its entrance has a depth of water at low tide varying from 18 to 22 feet. From Washington come reports of efforts by the friends of the Union Pacific System urging government appropriations for its further improvement.

### ITS PROSPECTS.

Fortunes have been made in Tacoma and Seattle by those who started early and assisted in the development of those cities. The same story is to be retold at Gray's Harbor. To the investor; to the seeker for a business opening; to the manufacturer, Gray's Harbor offers unrivaled inducements.

For plats, lists of property and general information, address

**GRAY'S HARBOR COMPANY,**  
**GRAY'S HARBOR,       -       -       -       -       WASHINGTON.**



produce for export. Along all the rivers are lands of the utmost productiveness; while small patches of fertile upland prairie intersperse the timber. Even of these there is much unsurveyed. Many thousands of acres of tide lands, about the harbor, are to be easily reclaimed, and will become very valuable. A large portion of the timber lands, when cleared of a heavy growth of vine-maple and alder, will make the best of farms. This can be done with moderate expense and labor, that will be amply repaid, as a few acres of this land will yield big returns, Timothy, clover—all the grasses—grow prolifically, and dairying is very lucrative. The cultivation of grain of all kinds is attended with enormous yield, and ready market is found at good prices; while hops are grown equal to any in the State. Fruit raising is also followed with great success and the apples, peaches, plums and prunes are here at home, and prunes are nowhere excelled. The most thriving settlement, as an outgrowth of these surroundings, is

**MONTESANO**, on the Chehalis river, at the head of tide water. This is also the county seat of Chehalis county. It is a flourishing city of over 1500 population, beautifully located and surrounded by a rich and fertile country, to which immigration is noticeably tending. It was not laid out until 1881, but has already schools, churches, hotels, banks, factories, shops and saw mills, and with the completion of the Puget Sound & Gray's Harbor Railroad will receive quite an impetus in growth. Staging, as has been necessary here to reach this settlement, in these days, is not calculated to bring to public notice any place, however advantageously located. There are splendid opportunities here for the settler, and even deeded lands can be bought very low. These chances will not be open long, with communication now established, where once the seeking immigrant had to grope his way. The chances, for the farmer, are about Montesano as in few other localities; and these are to be doubled in a manner by no means realized to-day. Montesano is situated at the head of navigation, for light draft vessels, and everything which tends to give the Gray's Harbor country an inter-state commerce, and develop greater facilities for shipping, will be immediately reflected in the increasing prosperity of this city. The effort to accomplish such results, big with future welfare, and successful enterprise, must be recognized in the founding of the

**NEW CITY OF GRAY'S HARBOR.** Capital hunting for employment, and enterprise endeavoring to utilize the advantages of this harbor to the full extent, in which they center here, has platted a city on the north shore of the bay, east of Hoquiam, at the head of deep water, navigable for all large ocean sailing and steam vessels. The site now selected, surveyed and cleared, is one of picturesque beauty, and facility. It rises from the water front with a gentle slope, to an eminence of 250 feet, and has a magnificent view of the ocean. The city has a water front of 4 miles, and through it flows a navigable stream of the purest water, rising in the mountains in the north, and fed everywhere by numerous springs. Here is civic development, for those who seek it, in the earliest stages, and newest form; and with such resources as we

have described everywhere about it, a glance shows a city, so located, to be a necessity, and not a mere scheme. There are other settlements on the harbor—Aberdeen, Hoquiam and Cosmopolis—where the fishery and lumber industries are already flourishing. Until the completion of the railroad, now building to this point as a terminus, by steamer from Portland and Astoria, and by railroad from Olympia, on the Sound, to Montesano, are the best modes of reaching these places.

Following the coast south, about midway between Gray's Harbor and the Columbia river, we come to

**SHOALWATER BAY**, another arm of the Pacific ocean, reaching into Pacific county, and navigable for a lighter draft of vessels. Here the lumbering industry is large again, and permanently established. The fishing industry too, is flourishing, and the oyster and clam beds are the finest on the coast; and a good export business is done, and steadily increasing, in this line. The surrounding country is generally heavily timbered; but there are some rich river bottoms, and agriculture there is lucrative, and offers good opportunities. Here on the southwestern corner of Washington, Shoalwater bay, the Pacific ocean and Baker's bay—an estuary of the Columbia river at its mouth—form a long peninsula, called by the Indians, *Tee-choots*. The extreme southern point of this is Cape Disappointment. The lofty cliffs and rocky precipices, surmounted by towering firs, present a scene of picturesque grandeur. North of the cape the shore slopes to a charming sandy beach, back of which is located, on the upland,

**SEA VIEW**, a most delightful summer resort. Thousands dwell or visit here in Summer, for the sea-bathing, boating and fishing, in endless variety, which the Pacific ocean, the two bays, and the numerous trout streams afford. All are within a short distance of this spot. The famous large crabs of this coast are taken here in Shoalwater bay in any quantity; oyster beds abound; and the shores are literally alive with delicious clams. No great distance interior both furred and feathered game are plenty. The excursionist will find it difficult to match this place so easily and pleasantly visited, by the steamers of the O. R. & N., daily, from Portland and Astoria to its point of easy access,

**ILWACO LANDING**, on Baker's bay. This is a beautiful though small settlement of some 300, and possesses many attractions in itself, aside from being a point of transfer. From here we follow up the Columbia, passing almost one unbroken forest of immense timber till we reach

**THE COWLITZ RIVER**. This river is navigable for 30 miles above its mouth at the Columbia. Along this, and the numerous streams which feed it, are fine alluvial bottom lands, capable of most prolific production, and the people are engaged in general farming and dairying. There are also considerable patches of open upland with various grades of soil, to the coarse gravelly. Lumbering is the principal industry, and the river and its numerous creeks afford great facilities for logging, and enormous quantities of timber are marketed through this stream. There are a number of thriving

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small settlements, and daily boats from Portland place the people within a few hours of that city, and give them excellent market advantages. The agreeable conditions of the settler are rapidly improving in this region; and fine locations are to be had at very reasonable prices. Up the Columbia, 6 miles beyond the mouth of the Willamette river, we land at

**VANCOUVER, WASH.**, the county seat of Clarke county. This is a handsome city of 4500 people, occupying a magnificent site; in fact the finest position on the middle Columbia, and probably it is not equalled anywhere along the whole river. Looking up the Columbia river, in front of Vancouver, Mount Hood presents itself in striking beauty and grandeur.



MOUNT HOOD--HEIGHT, 11,225 FEET.

The slope of the city is gentle toward the river, and above its tanks might be called almost level. There is something about Vancouver, which puts the visitor on excellent terms with it at once. It is laid out on a broad scale. Handsome public buildings—among which the Court House, School House, a great Orphan Asylum and a Hospital—are conspicuous; while church edifices, bank buildings, a Masonic temple, and the various lodges and hotels add their structures to make the city look complete in its appearance. A large public square, containing 5 acres, nicely shaded with evergreen trees and beautified by a central fountain; and the U. S. Military Reservation, laid out like a beautiful suburb, are places of great attraction. The city is everywhere supplied with pure, cold spring water, led through mains to all the dwellings. An electric light plant illuminates the streets, which for 3 miles are traversed

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Altitude 6500 Feet.

SCENERY SUBLIME.

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THIS CHARMING

## *Little Hotel on Mount Hood*

**Is situated** upon a spur between the timber and snow lines. In a few **minutes** walk from its doors the glaciers are reached where begins the ascent

TO THE MOUNTAIN'S SUMMIT.

**Guides and horses** can be engaged for the journey and the return made before nightfall to the Inn.

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—AT THE LOWER LEVELS—

BEAR, DEER, PHEASANT AND GROUSE HUNTING

And TROUT FISHING Afford Enjoyable Diversion.

---

GOOD BEDS. BEST OF MEALS. PUREST WATER.  
HOT AND COLD BATHS.

---

*Then "Shall I not take mine ease in mine Inn?"*

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**STAGES** meet all trains of the Union Pacific at Hood River. See page 8.

**The ascent** of no snow covered peak in America can be accomplished with such facilities and the same enjoyments. Bring your **Kodak and Camera.**

by a street car line. Manufacturing industries are rapidly developing. There are saw mills; planing mills; sash and door factories; a large flouring mill; machine shop; and artificial stone factory, built of the product of which several structures adorn the city. It is easily reached by boat from Portland, while by ferry and a steam motor line to East Portland, the connections are made almost hourly. Added to the development by its own growth it is sharing in Portland's expansion.

**LA CAMAS**, in the same county, about 15 miles further east, is another flourishing settlement of 600 people developing extensive manufactories. La Camas creek, the outlet of La Camas lake, lying back of the city at an elevation of 160 feet, furnishes a magnificent water power. A large saw mill and flouring mill are here, but the principal industry is an immense paper mill utilizing 700 horse power from the creek, and turning out 8 tons of paper per day. The principal material used in its manufacture is the wood pulp of the cottonwood tree, which grows in abundance in the vicinity. The *Oregonian*, of Portland, is printed upon the paper made here. The mill is 288 feet in length, four stories high and from 50 to 80 feet in width.

**AGRICULTURE AND FRUITS.** In agricultural capabilities Clarke county is probably unequalled by any county of Western Washington. While there are vast quantities of heavy timber, there is also a large percentage of the land open and arable, and fully two-thirds of the whole county is capable of cultivation when cleared. Its adaptability is of the most extensive range. All grains, grasses and vegetables grow very prolifically. In fruits it is quite phenomenal; and the varieties grown, in this one county, comprise the entire scope of Washington and Oregon, extending into the semi-tropical, such as peaches, nectarines, apricots and even almonds. It is not quite dry enough for all grapes. Two crops of some fruits are not infrequent; and berry fruits grow wild, and in great profusion. The strawberry season lasts for nearly three months. Potatoes for an early crop are planted in the Fall. Forty acres would be a large farm here. Fruit orchards, especially plums and prunes, thrive equal to any part of Western Washington, and this culture is growing into an important industry. The mildness of the climate might be judged from the productions. Winter temperature as low as 20° and Summer as high as 90° is, in either case, rare. There is much more than a fair prospect of a railroad being built from Vancouver through this county to North Yakima. Some distance is already completed. Great benefits are to be derived from such a road connecting with Portland. There are rich and extensive mines of coal, iron, and precious metals in this county entirely undeveloped, but known to exist; and all can be profitably worked. There are some indifferent lands open for entry under the land laws; but deeded farms near settlements—and these are well scattered through the county—are more desirable and really cheaper. The advantages here offered the settler are nowhere greater. The U. S. Land Office is located at Vancouver, making, with the one at Seattle, the two maintained for Western Washington.

# IMPORTANT TO TRAVELERS.

## Coupon Tickets and Baggage Rates.

Each Passenger must be provided with a ticket. In the event of a disagreement with conductors in regard to tickets required, privileges allowed, etc., passengers should recognize conductor's authority, taking receipt for amount of fare paid, and refer the matter to the Passenger Department for adjustment, as the conductor has no discretionary power, being governed by rules he cannot change. Through tickets to principal points reached via The Union Pacific System are on sale at all important railway stations in the United States and Canada, and passengers are allowed sufficient time to purchase or exchange tickets, check baggage, change cars, etc., before departure of all trains.

Servants holding second-class tickets, traveling with parties holding first-class tickets, can only be allowed the accommodation of second-class tickets.

Children under five years of age require no tickets; under twelve, half tickets; and twelve and over, full tickets, between all railway points and on Pacific Coast steamers. On trans-Pacific steamers, children under one year require no tickets, one to five years, quarter tickets; five to twelve years, half tickets; and twelve years or over, full tickets. On stage lines, children under three years require no tickets; over three and under twelve, half tickets; and twelve or over, full tickets.

Holders of Second-Class Tickets will be allowed stop-over of ten days west of Pocatello, in addition to regular limits. Second-class passengers are carried on Express trains from Chicago and St. Louis to Portland. Ordinarily, cars can not be chartered for carrying passengers, but the exclusive use of a first-class coach will be allowed an organized party holding fifteen full first-class tickets, but \$25.00 shall be the maximum charge for hauling such car.

Free baggage allowance is 150 lbs. on each full ticket, and 75 lbs. on each half ticket of any class, to all railroad points. Baggage may be checked through from all points in the United States or Canada to points on the Union Pacific System or beyond. The Union Pacific was the first line west of the Missouri River to inaugurate this facility. Passengers holding full first-class tickets issued on steamship orders sold in foreign countries, for transportation through the United States to foreign ports (in either direction), will be allowed 350 pounds of baggage free on each full ticket, and 125 pounds free on each half ticket. Free baggage allowance on stage lines is from 30 to 50 lbs., and the charge for extra weight is higher than for the same distance by rail.

Extra Baggage per 100 lbs., to local points on the Union Pacific System is 12 per cent. of the first-class fare. Members of the same family can pack their usual allowance of baggage in one or more trunks provided no trunk exceeds 250 lbs. in weight. Baggage belonging to holders of second-class tickets will not be checked to any point short of the destination of the tickets they hold. The extra baggage rate from the Missouri River to points in Oregon and Washington is \$7.20 per hundred pounds, on all classes of tickets.

Guns, when uncased, will be carried in baggage cars only, and no charge will be made for a distance of 100 miles or less. For distances over 100 miles baggagemen may charge 25 cents for each passenger division. Cased guns will be checked free by baggage agents (as part of the usual baggage allowance), or passengers may carry them in coaches free.

Care of Dogs. Baggagemen will collect 25 cents per head for each division less than 100 miles, or one-quarter cent per mile for distances over 100 miles.

Baby Carriages, when accompanied by passengers with infants, may be checked as part of baggage allowance, over this company's line only; but when not thus accompanied they must be turned over to the express company.

Bicycles and Tricycles will be checked as part of the usual baggage allowance when accompanied by owners holding first-class tickets to local points.

## WESTERN OREGON.

**T**HIS SECTION of the State comprises the 17 counties known as Benton, Curry, Coos, Clatsop, Columbia, Clackamas, Douglas, Jackson, Josephine, Linn, Lane, Marion, Multnomah, Polk, Tillamook, Washington and Yamhill. Western Oregon presents the same similarity to Western Washington that mark the sections of the two States east of the Cascade mountains, save in this respect alone, that the area occupied by the unmatched body of salt water—Puget Sound—in the one, is represented in the other by an area of land—the Willamette Valley—equally without a rival. Otherwise the general conformation is the same. The Cascade mountains bound both on the east, and the Coast range of Western Oregon finds its mate in the Olympic range of Western Washington. The climate is of precisely the same equality, with a rainfall of about 50 to 55 inches at the Columbia river, diminishing to some 20 inches, as the distance from the river is increased either way, toward the northern and southern limits of the two sections. This comparison is made regardless of a subdivision, known as Southern Oregon, which will be noticed in its proper place.

**THE NATURAL RESOURCES** of Western Oregon are little, if any, less vast than those of Western Washington. These consist of timber, coal, iron and the precious metals. The extent to which these exist is known only to those who make an examination. The large proportion of its productive area—phenominally productive—both of land and water, has so attracted attention to industries that have almost spontaneously grown out of them, that these other sources of wealth still lie quite neglected. Its agricultural and fishing industries have afforded a lucrative occupation so nearly bordering upon a pastime, that its timber, coal and iron have merely been touched, where settlements were populous enough to make them useful at home. As Puget Sound breaks down the county lines of Western Washington, so the Willamette, Umpqua and Rogue rivers do here, and divide this section into the three magnificent valleys of their names, and a Coast Region, under which heads this division of the State will be considered. Of first importance is

## THE WILLAMETTE VALLEY.

**T**HIS VALLEY is generally conceded to be capable of supporting a population more numerous, to the square mile, than any other district in the United States. At the outset, to put the standard so high, might by some, be thought to imperil success in a faithful description. But there is nothing to

Mr. A glance from a car window in this valley will suggest to the traveler the same idea; and to make a stop for examination will support the proposition. The plainest statement of facts will undoubtedly encounter the accusation of romancing, from the ignorant, but anyone familiar with the choicest farming spots in the United States will be the first to arrive at the conclusion, which awards, to this wonderful agricultural region, first place. On page 34 we quoted from a descriptive atlas, of 1885, concerning Eastern Oregon, and the same article says: "*Western Oregon is exactly the reverse. Here nature has scooped out valleys of great beauty, and exhaustless fertility, through which flow never-failing streams, and in which vast forests of valuable timber stand in solemn length.*" Both views could have been formed by any traveler at a glance. Five years development in Eastern Oregon has shown one to be an egregious error, and 35 years of test in Western Oregon have, each succeeding season, more thoroughly confirmed the truth of such a statement in regard to this section. The valley was settled by donation claims, of 320 acres each, to man and wife who settled here. These were without restriction, and in no way compromised the homestead or pre-emption rights of settlers. This led to the acquisition of the large individual holdings, under which the valley languishes to-day. There is no extensive body of land elsewhere, we can recall, of its appearance. Great stretches of the most beautiful prairie, narrowed down at times by rolling hills, covered here and there by thick underbrush, are at places bound in and shaded by heavy forest timber. These enliven its appearance, as it breaks out again into a great and perfect lawn. Have the spots of ripening grain, at harvest time, the whole valley is one scene of constant verdure the year round, from the grass of the bottom lands, the foliage of the foothills, up to the snow line of the mountain slopes, where its firs, pines and evergreens present an unending prospect of freshness. About 150 miles in length and 60 in width, the valley contains nearly 5,000,000 acres, extending from a low range of mountains on the south, called the Calipooias, north to the city of Portland. To describe it in detail we begin with

**THE WILLAMETTE RIVER.** This river forms from three forks, known as the Willamette, the McKenzie and the Coast Fork. These rise some distance south and east of the head of the valley proper at Eugene City, near which they converge into one—the Willamette. This flows north centrally through the valley, about midway between the Coast range and the Cascades, and empties into the Columbia river 100 miles from its mouth. It is navigable for about 125 miles, and at times considerable farther. Over forty streams feed and swell its volume on its course, and give some idea of the complete and extensive manner in which the valley is watered. A number of these are navigable for light draft boats. The means of cheap transportation are everywhere afforded the cities and towns along the river by daily lines of boats, of the O. R. & N., to and from Portland. Next to its serviceability as a means of transportation, it affords, by

**THE FALLS OF THE WILLAMETTE,** at Oregon City, 12 miles above Port-



land, the greatest available water power, and the easiest controlled and utilized in the United States. This is, at the lowest stage of water, much greater than that of Minneapolis, and during three-fourths of the year, more than twice as great. The whole river here plunges over a solid rock dam fully 40 feet. From a basin, round the falls, admirably constructed, the power is drawn with the utmost ease. The available power is estimated at 200,000 horse. It is practically unlimited; for the whole volume of the river could be utilized, and power employed anywhere between Oregon City and Portland. In addition to this, at various points in the valley—at Salem, Albany, and at Eugene City—great power is available, from the tributaries of the Willamette, and utilized in numerous manufactures. The river is navigated at the falls easily and quickly through a complete system of locks.



WILLAMETTE FALLS.

The lands of the Willamette valley are of three distinct kinds—prairie, foothill and timber.

**THE PRAIRIES** are the valley bottom lands extending out for miles, on either side of the river, its whole length. The soil here is of decomposed volcanic substance, and somewhat basaltic, but with a large proportion of alluvial deposit and deep vegetable mold, with a clay subsoil. These broad and highly fertile plains are separated by the numerous streams which empty into the Willamette, and are skirted, at times, by isolated strips of heavy forest trees. Here and there, usually on an eminence, are bushy tracts, with young trees. These have grown since settlement began. Previous to this time the Indian custom was to keep them burned off. The soil produces with unfailing regularity, and is of astonishing fertility. In the range of its productions the valley comprises everything grown within the limits of the Union, outside of the peculiar products of the Gulf States, and fruits of tropical character. All these are not only in perfection, but profusion; save alone Indian corn, and that is fairly and profitably raised. All the grasses—timothy, clover and blue grass—thrive in great abundance. Wheat is of very

superior quality, 62 to 68 pounds to the measured bushel, and yielding never less than 25 and from that up to 50 bushels per acre. Thirty consecutive crops from the same ground show no diminution. Oats are of very fine quality. 38 to 45 pounds to the bushel, and run from 50 to 70 bushels per acre, as an ordinary crop. Volunteer oats even yield well, but are generally cut as hay. Barley is large and fine, and the yield is equally abundant. Rye is scarcely grown, but yields enormously. Flax is grown with success and is one of the most profitable crops. Hops are an important product, and are attended with an output of from 1500 to 2000 pounds per acre, of unexcelled quality. The vegetables are of every known variety, without stint or exception. The potatoes are not only the finest of the state, but of the whole northwest, and in fact, the best produced on the coast. Fruits are of all kinds not tropical. Apples, cherries, pears and quinces cannot be excelled anywhere in flavor, size and perfection; peaches are very fine and grapes do well, but for plums and prunes the Willamette valley has an exclusive reputation for variety, quality and teeming foison unequalled by California, France or Italy. Next

**THE FOOTHILLS** constitute a belt of rolling land, extending entirely around the open prairie, and verging into the mountain slopes. They occupy an elevation of from 500 to 2000 feet, and are generally covered with a growth of brush, with some timber large enough for fencing, and heavy enough to afford fuel, and thus aid in meeting the expense of clearing, which is necessary before they can be cultivated. They are usually, in a natural state, occupied as grazing pastures for sheep and cattle. There are also considerable tracts, of this description of land, upon the upper courses of the rivers tributary to the Willamette, and these, too, are mostly enjoyed by stockraisers; of these there are some 2,000,000 acres in all. The prevailing character of the soil of the foothills is basaltic, with a mixture of sandstone; and in fertility they are in no way inferior to the prairies; and in diversity, and quality of some productions, excel the lower valley. Lying between the upper and lower frost belts they enjoy a greater immunity from freaks of temperature. These hills on the western Coast range, which are from 3000 to 4000 feet high, may be cultivated, wherever the conformation will permit, to the summits. These lands are generally unoccupied because of the necessity of clearing; but this is, on a considerable portion, an easy task, and a light expense—\$10 to \$15 per acre—compared to the clearing of many parts of Ohio and Indiana before cultivation. The growths are grub oak, young fir, maple, hazel, etc. More remote still are

**THE TIMBER LANDS.** They comprise a belt, lying upon the mountain slopes of the Cascades, of 20 miles in width, for their whole length. Of the extent of these forests, and the enormous quantity for many years available, the most comprehensive idea is only vague. There are vast quantities likewise on the Coast range, on the western border. A great portion is as yet inaccessible. For the limited requirements thus far felt, a few saw mills, and

## SPOKANE FALLS

The most vigorous young city in the United States. Milling, Manufacturing and Mining industries limitless in possibilities. Its location and advantages are developing a GREAT CITY. See page 117

some logging through the streams to the Willamette, and so to convenient mills, is about the extent of development. There are, besides, considerable detached bodies of timber in the lower valley, which furnish large logs in some quantity, sufficient thus far to have answered all requirements.

**GAME** is to be found everywhere in the valley, and to such a degree do pheasants, grouse, and quail abound, that the sportsman is an ever welcome guest of the farmer. Geese, ducks of many kinds, and jack-snipe are plentiful in season. The new Mongolian pheasants, introduced a few years since, are already very numerous. From the mountain slopes way down into the valley all the streams are alive with speckled trout; while from the larger rivers are taken any quantity of salmon. The coast supplies endless quantities of salt water fish, and oysters, clams, and crabs are brought in to all the markets. Deer and bear of different kinds are numerous in the foothills and mountains. There is always ample sport for the keenest hunter, and most skillful angler.



**THE CLIMATE** of the Willamette valley, without at any time extreme cold or oppressive heat, presents to any stranger a condition which nothing but the trade winds of the Pacific from the Japan current can explain. This valley lies in the same latitude as Wisconsin, Michigan, New York, and Massachusetts; and to realize its equability an acquaintance with the weather of the pleasant Spring and Fall in those states is all that is necessary. To discard the 3 months of Winter entirely, and all the oppressive days of 2 months of Summer, will explain more than all the pages of figures of mean or average temperature for years, can convey. Practically there is no snow. Settlers and immigrants, to whom such a region as this offers attractions, will best learn what they can do from the principal points of settlement in the

valley. What we say of these few points mentioned is applicable to every part of the valley, south of Columbia county, to the Calipooia mountains. The first of importance—

**SALEM**, the capitol of the state of Oregon, and county seat of Marion county, is situated upon the Willamette river, and the Oregon and California railroad, 52 miles south of Portland. It has a population of nearly 10,000. The city presents a beautiful appearance, being very generously laid out, with streets 100 feet in width, and shaded with maple, elm and other ornamental trees. The great number of large and handsome public buildings are a striking feature in the city's appearance. In addition to the Capitol and county buildings here, are the Insane Asylum; the State Penitentiary; the School for Deaf and Dumb; the U. S. Indian Training School; Orphan Asylum; and School for the Blind. There are 5 public schools; the Willamette University, with an attendance of over 300 scholars, and an Academy of the Sacred Heart. There are 13 church edifices, a fine court house, a number of banks, good hotels, and an opera house of nearly 1000 seating capacity. There is every modern convenience for living; water works, gas, electric lights, street cars, and telephones. A fine water power derived at all seasons of the year, from the Santiam river, drives numerous mills, factories, etc.; the capacity of its flouring mills alone is 1200 bbls. per day. All the industries are growing; and a woolen mill burned is to be rebuilt. The city lies in as beautiful a region of surrounding country as can be imagined. The productions are, to those accustomed to the meagre crops of the east, a marvel. There is hardly a single production which could not be followed exclusively, and run itself into a famous industry. One such is now pushing itself into prominence—

**FRUIT CULTURE.** While the capabilities are great for almost every variety of fruit, and the apples, pears, and cherries are scarcely equalled anywhere in the United States, prunes are grown in such absolute perfection, and wonderful profusion, that they present the broadest field for enterprise, and the best returns for labor and capital. Foothills and valley bottoms alike grow these without noticeable difference, though the rolling brush land is if anything the best, when cleared; besides the more steep hillsides are easier cultivated to fruit than to other crops. Clearing is going on rapidly, and orchards are each year being put out to build this into a great industry about the cities of the valley. Here, in Salem, canning and drying establishments are already flourishing. Lands capable of making good prune orchards, are plenty, at all prices, from \$15 to \$50 per acre. The \$15 lands are as good as any, the difference in price representing cost of clearing and distance from the city. The expense of a choice selection of young trees is from \$15 to \$20 per acre. These will begin bearing in 3 and pay handsomely in 4 or 5 years. While trees are small the land can be cropped to almost anything, and thus be paying from the start. It is no exaggeration to say that 5 years will see such orchards worth \$500 per acre and yielding a good revenue upon 3 times that valuation. It is worthy of consideration, with those who might think

that fruit growing may be overdone, that the market always has broadened as the production has increased. The product, wherever perfect as it is here, establishes itself more firmly in the outside markets when extensive; and transportation facilities become better, and rates lower. California's success only began with her ability to ship carloads, and increased when able to make them up into trains. A stem of a foot in length with 50 or more large prunes gives an idea of what we mean when we say these fruits grow in profusion; and one loses all realization of what is being done here in the contemplation of what can yet be accomplished. The imports of plums and prunes into the United States, for consumption, for the year ending June 30, 1888, were 82,914,579 pounds, with a valuation of \$2,679,759. These paid a duty of 1 cent per pound. It would require the product of some 3,000,000 trees or nearly 20,000 acres, of full bearing orchard, to shut out this supply alone. Allowing nothing for the increase of consumption, we may readily see how far we still are from meeting the demand. Placing the income of a prune orchard very low is to call it \$250 per acre per annum. Further south is

**ALBANY**, the county seat of Linn county, located upon the Willamette river, and the Oregon and California railroad, 80 miles from Portland. Salem is but the exemplar of Albany, which is surrounded by quite as extensive an agricultural country. The city has a population of over 4,000. It is charmingly laid out. Every convenience and facility for business, and every luxury for living, that modern enterprise has been able to avail itself of, is enjoyed in this community. The hotels are numerous and good; there are water works and electric lights; and a street railroad is being built. Churches, schools, banks and newspapers, add to the many advantages to be enjoyed. A magnificent water power runs the mills and factories, and an extensive woolen mill is in course of erection. The boats of the O. R. & N. give daily connection with Portland the year round, with the possible exception of a short time in late-Summer. In addition the Oregon Pacific railroad, now operating, connects with Yaquina Bay, on the coast, 83 miles distant by rail. Surrounding this city for miles is spread out to the settler opportunities not excelled at any other point in the Willamette valley. Wheat is here the staple production, as in all the valley counties; but stock-raising and wool-growing are no inconsiderable industries; for there are still great unfenced grazing ranges along the foothills, and mountain slopes, and these occupations are followed with success and profit. Flax is becoming an important crop, and is even more profitable than wheat. The settler will find here every variety of land for sale, from the finished valley farm at \$50 to \$60 per acre, where sub-divisions are being made, near the city, to the railroad, state, and U. S. government lands, more remote and wild. There is considerable very rich bottom land, along the Willamette, and Santiam rivers, covered with brush and timber. Once cleared, as but a small portion is, no better land can be found anywhere. For settlers with means,—say \$2,500 to \$5,000—really choice farms will offer the greatest inducement; but as small a sum as \$1,000



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*Chicago, St. Louis and Peoria,*

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*COUNCIL BLUFFS, OMAHA, ST. PAUL, MINNEAPOLIS,*

*AND THE*

*Northwest.*

*To OMAHA, COUNCIL BLUFFS, LINCOLN, CHEYENNE, DENVER*

*AND THE*

*Far-West.*

*TO QUINCY, HANNIBAL, ST. JOSEPH, KANSAS CITY*

*AND THE*

*Southwest.*

*THIS IS THE OLD, POPULAR LINE TO ALL POINTS ON THE*

*Pacific Coast.*

*Every Railroad Ticket Agent in the Middle and Eastern States can sell you a ticket via the Burlington Route for Points West, Northwest and Southwest.*

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*For East bound tickets via the Burlington Route, apply to any Coupon Agent of the Union Pacific Railroad, or to*

*A. C. SHELDON, Gen'l Agent,*

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*PORTLAND, OREGON.*

or \$1,500 will locate a family nicely. For orchard, dairy, and general farming, its location, and lands are unsurpassed. The rainfall here is 40 to 45 inches, and success in agriculture is an absolute certainty.

**EUGENE CITY**, the county seat of Lane county, is situated on the Willamette river, 123 miles from Portland by the Oregon and California railroad. The city has a population closely approaching 4,000, and is thriving and prosperous. A generous expenditure in city improvements has supplied every requisite for the city's growth,—water works; electric lights; and fire department. There are 7 churches; good public schools, and the State University located here is one of the leading educational institutions of the state. The streets are well laid out, with good sidewalks, and the appearance is that of a successful community. Mercantile business is prosperous, and all the various trades well represented. Its three banks are strong; its numerous hotels are good and well patronized; and its 3 newspapers ably edited. It has an excellent water power; and a flouring mill, planing mill and furniture factory, etc., are some of the industries that may be mentioned as its outgrowth. As an inducement to manufacturers the water power is offered free, for a term of years, to parties who will operate manufactories of any kind. Eugene is located at the head of the Willamette valley. In addition to this, the confluence, near the city, of the Coast Fork, and McKenzie rivers, where they unite with the main fork to form the Willamette, renders tributary to it an immense section of country in the several valleys extending to the east, south, and west. These are no way inferior in productiveness, and with a great variety of resources demand the particular attention of the settler. The general elevation is somewhat greater here being nearly 500 feet, and is apparent in the more rolling and diversified character of the country. The productions are all of the very finest character. The yield of grain is large and abundant; the vegetables, of every variety, are unexcelled; and all the fruits are superb. There is a great quantity of land for sale here very cheap; and much of an excellent character open for occupancy under the land laws; and considerable to be had on easy terms from the railroad company. One cannot take leave of this country without giving expression to views upon

**THE REAL SITUATION** in the Willamette valley. It is the oldest settled portion of the state; and its best lands were donated when a territory. The fame of its beauty and fertility have been heralded; and the opportunity to reap benefits here are generally considered as gone. One trip through the valley will remove this erroneous impression. Possibly the immigrant without means might find a better opening. Even this is doubtful; but for the settler with \$1,500 to \$5,000, the whole United States nowhere presents such chances. Aside from the fertility of the soil; the variety of its productions; and the ease with which everything is planted, cultivated, grown and harvested, the advantages to the small farmer, and the butter and cheese maker, are almost doubled by the superior markets to be found at or near home. Quantities of Iowa butter are shipped into Portland, and in the very cities of

the valley itself, numerous products besides butter are supplied from California. The operations of the farmers here are too vast. They own too much land, and raise little of anything save by machinery. Tilling is hardly done. An eastern farmer;—we will not say one accustomed to the close and frugal ways of New England; but to the broader methods of the Mississippi valley, could afford to pay double the price asked for the best land here; and on 80 to 160 acres soon become rich. A thrifty family could almost afford to farm on outside city lots. It is quite painful to see the opportunities that are thrown away. On the thin, poor lands of the east the farmer is independent. Here, in the Willamette valley, which we have not described with any exaggeration, they are about as dependent upon the village store as the mechanic. A quarter section farm here should give steady work to 3 or 4 hands the year round. As it is farmers have 1 to 2 sections worked with but little, if any, help. Thrift would render the farmer's life here easy, pleasant, and profitable. The extravagance of careless farming robs it of all the luxuries nature intended to be enjoyed, and dissipates all the advantages it has bestowed.

## THE UMPQUA VALLEY.

**T**HIS VALLEY might more properly be called the Umpqua country. It comprises the whole region through which the Umpqua river, and its north and south forks flow, from the Cascade mountains to the Pacific ocean; and it is entirely skirted by mountains. It is undoubtedly a valley, but its rolling conformation nowhere suggests it to the traveler. Its area is fully 5,000 square miles, and it properly belongs to the sub-division of the state known as Southern Oregon, which comprises also the Rogue River valley, lying south of it. The whole Umpqua valley is magnificently watered by the Umpqua, and countless smaller tributary streams, which create a constant series of small valleys, separated by great rolling hills. Smith river in the more northern part performs there a similar service to the other rivers and flows into the Umpqua near its mouth. This is navigable for some 25 miles. These rivers everywhere afford fine water power. The whole country was, in early days, devoted to stock-raising, and the finest productions of wool in the state are from this section. Agriculture is now making rapid headway, and in variety of productions there is practically no limit. Wheat leads, with a yield of 30 to 40 bushels, anywhere in the valley, while all the grasses, and other cereals grow in great abundance. Indian corn does well here. The valleys are devoid of timber, save ample quantities, along the streams, for fuel, while on the surrounding low hills are an inexhaustible supply of larger trees,—fir and pine—for building and fencing purposes. The more mountainous portions are covered from base to summit with an enormous growth of the finest quality of timber. There is great activity observable in the taking up of these timber lands, and they are rapidly passing into ownership. The



soil is everywhere exceedingly fertile, and the uplands possess remarkable adaptability to fruits of all kinds. A slight tempering of the climate as we travel south, greatly assists this industry, and the productions, of apples, pears, plums, peaches, and grapes, are perfection; and in flavor they are, save grapes, far ahead of California. Not only is there an inexhaustible quantity of timber of every variety known to Oregon, but the mineral resources are very extensive. Rich coal beds abound in many places. Iron, gold, silver, quicksilver, nickel mines, limestone, and marble, and cement of the best quality, have been found, and some of them are worked. Large bodies of public land, back from the settlements, are here open for entry; but improved lands can be bought at \$5 to \$25 per acre. The advantages to the immigrant are not even slightly appreciated. They must be great to induce settlers from California, as is observable.

**ROSEBURG**, the county seat of Douglas county, is the largest settlement. This is a city of some 2,500 people, located on the Umpqua river, and the Oregon and California railroad, 198 miles from Portland. The elevation of the city is 523 feet, and as it slopes up into the hills of 100 to 200 feet, its situation is beautiful. Growth and expansion are beginning here and great improvement in the city is taking place. Demand has led to a system of water works and they are being built. There are good schools; numerous churches; excellent hotels; 2 newspapers, and in the way of manufacturing there are 2 flouring mills; a woolen mill; sash and door factory; iron foundry; brewery; and a marble mill. The latter, alone, is destined to become an enormous source of revenue, for there is here a veritable mountain of fine marble, quarried with the utmost ease. A successful building association has increased its capital to \$100,000. The U. S. Land Office for this section is located in this city. The industry, which is, however, the one to present to the intending settler, as offering advantages paramount to all others, of an agricultural character, is

**FRUIT CULTURE.** There are 3 or 4 fine orchards near by, simply demonstrating the limitless possibilities. As one views the capabilities here, he is forced to conclude that, with this country moderately well settled, this industry must become unprofitable in every section of the Union where its products can reach. In the east, the necessary careful effort in culture; liability to late and early frosts; unseasonable and severe storms, and insects, cannot compete with spontaneity here, and complete exemption from them all. The soil being perfect for growth, the climate aids with no severe weather in Winter; no intense heat in Summer; and a longer season without rain for maturing in perfection. For 10 years the annual rainfall has been 35 inches; of this for Summer months, June, July and August, the average has been for the same time 1.79 inches. The report of the chief signal officer for the year 1884, showed that, with the exception of Lewiston, Idaho, Roseburg has less wind than any other point of observation in the United States. These facts present the situation clearly.



THE GEYSERS.—YELLOWSTONE PARK, U. P. RAILWAY.

## THE ROGUE RIVER VALLEY.

**T**HIS DISTRICT derives its name from the Rogue river, which, like the Umpqua, rises in the Cascade mountains, and flows similarly into the Pacific ocean. These two valleys, comprising Douglas, Coos, Curry, Josephine, and Jackson counties, are generally alluded to as Southern Oregon; and are regarded as a sub-division of the state. The same conformation of country prevails here as in the Umpqua—a collection of numerous valleys, formed by the many tributaries of the Rogue river, extending into lofty hills—the whole region being almost completely surrounded by mountains, imparting remarkable grandeur, and picturesque beauty. The character of the lands are valley bottoms and prairie, rolling hills, and timber; and the whole area may be said to be equally divided into these three. There is considerable diversity of soil comprising everything—the rich alluvium of the bottom lands; the volcanic substances and decomposed granite; and the adobe, and clay. The arable lands are the valleys and rolling hills. Sometimes the low hills are covered with small growth, which is removed with moderate expense when considered to what valuable use it may be put. The mountain slopes are heavily timbered. There is much fine grazing land, and stock and sheep prosper exceedingly well. The wool production is very fine. Wheat, rye, oats, and barley, thrive in all the soils; and the grain is full and of superior quality. The best lands will run 30 to 35 bushels of wheat, and frequently well tilled fields go as high as 60 to the acre. Oats average fully 45 bushels, and often show much more. A superior quality of barley is grown. Corn here does almost if not quite as well as in more eastern states. Thousands of acres of corn may be seen from the car windows. The yield is 40 to 60 bushels and frequently 75 per acre. It is customary to cultivate young orchards to corn, between the trees, before much growth is attained. The dry Summer and freedom from weeds, renders the crop easily raised, with but light work. The farm grasses are best raised on the bottom lands, the hills, where sandy, being too arid without irrigation. The vegetables are of every kind. It is to fruit culture that most attention is now given, and it is the strict truth to say that, traveling to this region, south through Oregon, or north through California, the greatest excellence of both is here met, in absolute perfection. Only the citrous fruits of California are outside of its ability to produce, in flavor far superior to any grown in that state. Grapes of all kinds are raised of fine quality. Tobacco and hops are also grown. The mineral deposits are vast, and comprise gold, silver, platinum, copper, iron, limestone, marble, and cement. Mineral springs are quite common. The first city of importance reached in traveling south, is

**GRANT'S PASS**, the county seat of Josephine county. It is 300 miles from Portland on the Oregon and California railroad. The city is quite young, with a population of 1,500, but is receiving a large immigration, growing rapidly, and developing manufacturing industries in connection with its

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# SOUTHERN OREGON

HOME OF THE VINE AND FIG TREE.

## GRANT'S PASS,

*The Largest and Most Prosperous City of its Age in Oregon.*

**G**RANT'S PASS is the county seat of Josephine county, was founded in 1883, has a population of 2,500 and is growing faster and has more substantial improvements under way than any town of like age or size in Oregon. Grant's Pass is a division point on the Southern Pacific railroad, has a round house, machine shops, etc. Has two sash and door factories, employing, all told, about 200 men; has ten general merchandise stores, doing an aggregate cash business of \$3,000 a day; a \$30,000 brick opera house, six churches with a combined cost of \$30,000, electric light and improved pressure water system, a national bank, good power-press newspaper, public and fraternal buildings, and, in fact, everything that goes to make up a prosperous commonwealth. In addition to the local industries mentioned, Grant's Pass is surrounded by the finest sugar pine and cedar forests in the world, has twenty sawmills in operation within a radius of twenty miles and ships more lumber and manufactured woodwork than any town in Oregon, except Portland. Grant's Pass is the supply point for the richest gold mining region on the Pacific Coast, the gold dust exchange often reaching as high as \$800,000 per annum. Articles of incorporation for a railroad from Grant's Pass to Crescent City, a distance of eighty-seven miles, have been filed and funds for building and equipping the same have been pledged by California capitalists. With the completion of this road Grant's Pass, by reason of the low ocean rate obtained, will become the trade centre and general distributing point of the whole of Southern and Southeastern Oregon.

**Choice Residence Lots**, 50x100, all cleared, level and within six blocks of the business center for \$50 each. Terms, one half cash, balance in one year.

**Choice Business Property** on principal streets, sidewalked and graded and within 300 feet of a \$30,000 brick Opera House for **Ten dollars per front foot**. Property has increased 100 per cent. in value in Grant's Pass since June 1st, 1889, and is still from one-eighth to one-third the price of property in a relative location in any town of equal size on the North Pacific Coast.

**For Maps, Plans, Prices** and all other information desired call on or address

**J. T. FLYNN, GENERAL AGENT.**

**Grant's Pass Original Townsite Company**  
**PORTLAND, OREGON, AND GRANT'S PASS, OREGON.**

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*Copies of Southern Oregon Papers sent Free on Application.*

fine water power, and surrounding natural resources, of which the best can be found close at hand. It presents every inducement to enterprising settlers; and is one of those new settlements, which are quite common here, where activity and enterprise seem to find it much easier to organize a city on a new basis, and carry it along prosperously, than to resuscitate and infuse life into an old one, when too many are willing to drift along quite satisfied with the old way. It is here observable that the people are all of one mind—to go ahead—and are carrying no dead weight. Half a dozen old settlers, with large real estate possessions, are handicapping many a place, which might grow rapidly. It is not so here, where every improvement is entered upon with enthusiasm, to increase facilities for prosperous growth and expansion. Further south on the Oregon and California railroad, in Jackson county, is

**ASHLAND**, another young city, 415 miles from Portland. This city is romantically located in the hills, and its situation, surroundings, and climate render it delightful. It is thoroughly equipped for pleasant living. It has electric lights; good schools; numerous churches; two newspapers; excellent hotels, and a bank. There is a fine water power here, and a woolen mill, flouring mills, saw and planing mills do considerable manufacturing. The city is supplied with the purest of water, from a stream which rises in the mountains at an altitude of 7,500 feet, 10 miles from Ashland. We have spoken of the adaptability, and capability of Southern Oregon in fruit culture. Here we come more closely in contact with the fruit itself, and particularly with

**PEACH CULTURE.** This is found here in such enlightened advancement, and attended with such perfection and ease of production, that the space devoted to Ashland may very properly be employed to explain fully this industry, which centers around the city; in fact, centers in the city; for the orchards begin to show almost at the back door of city residences. This must be regarded as the leading industry, and is the most profitable one the settler can embark in. It will be able to build up other minor industries, so extensive is it destined to become. Every fruit—peaches, nectarines, pears, apples, quinces, plums, prunes, apricots, cherries, grapes of all kinds, berries of every variety, and even almonds—is in most prolific abundance, and of delicious flavor. Still peaches thrive so well here, and in so few places in other parts of the United States, that they are decidedly the most lucrative crop, and are the branch almost exclusively adopted as a business. The orchards are situated in the rolling hills, anywhere, not too steep to climb. These, generally, have to be cleared at an expense of about \$15 to \$25 per acre. Looking out from the hotel—and here the prospect is Alpine—on the other side of the street, a short distance back, rise hills 600 feet in height. Thrifty orchards may be seen 400 feet up, and the summit is being cleared and trees will be put out this Fall. All places are not so steep. These hills are utilized because they are on the edge of the city. A fine boulevard road is built out from Ashland, on a ridge, quite level; along this, adjoining the city, orchard lands

**SPokane Falls**

Is the Agricultural, Milling and Mining center of Washington. The objective point of all Railroads entering Eastern Washington. Property low and a safe investment. H. BOLSTER & CO. See page 117

bring \$250 to \$500 per acre. Two miles out, \$100 per acre will buy land, perfect for peach growing. The trees are usually set out 160 to an acre. At 3 years old these will bear, and net \$1 per tree; at 4 years old 5 boxes can be gathered from each tree, netting, after cost of picking, 70c per box. One orchard 20 years old, last year paid \$12 per tree. Near the city we visited numerous orchards 4 years old in full bearing, which were in heavy timber 5 years ago. The soil of these hills is of volcanic substance, with admixture of sand or decomposed granite, and quite coarse; so coarse, in fact, that walking about in the orchards, which are kept perfectly clean, one feels that he is walking in granulated sugar. Those who have seen anthracite coal ashes plowed into the soil, of peach orchards, in the east, and attended with beneficial results, will readily see what a perfect volcanic soil nature has here provided. There is a belt, or ridge, some 12 miles long, at Ashland, containing about 25,000 acres of this. There are not over 2,500 acres in orchards round this city. As we observed concerning the prune crop in the Willamette valley, the market here broadens, and prices improve, as production increases. There is no danger of over-production. If Ashland could load trains for the east, orchardists would net still more money. If we see nature at her best here, in providing for this industry, we see, also, an intelligence, in culture, fostering it, that we have observed nowhere else. The pruning, to which trees are here subjected, is radical enough to be called heroic. The bodies of the trees are cut off some 2 feet from the ground; and old branches are continually cut back. The trees resemble large bushes, and every peach can be gathered from them while one is standing on the ground. We know that 6 or 7 years bearing in most places in the east, is all that is expected of a tree. The limit of bearing life here is not yet known; for orchards of 20 years, have failed to demonstrate it, and produce about as abundantly as 8 or 10 years. All this is done without irrigation; and this, the year in which we are reporting what we have seen, the rainfall of Ashland—a point of observation by the signal service bureau—has been, between Oct. 1888 and Oct. 1889, but 11 inches. This has been a dry year in Oregon. The most so of any year since its settlement. The average precipitation at Ashland, is 21 inches, and yet these peach trees, after being divested of their fruit this year, were as fresh and luxuriantly green, with a thick foliage, as a lilac bush in May. With but 11 inches of rain, in most parts of the east, forest trees would perish. These conditions here explain the meaning, of the expression, perfect adaptability of soil and climate to fruit culture. It may read like fiction, but it is the truth. To be told it creates surprise; but to have seen it caused astonishment. This is a part of the service, which the Japan current renders to Oregon in Summer. We are apt to recognize its presence, in an agreeable temperature, more in Winter; but it is very questionable whether its greatest service is not performed, and its benefits most freely bestowed, in the dry Summer.

**THE HEALTHFULNESS** of this Southern Oregon is proverbial. The city

of Ashland enjoys an elevation of 2,000 feet, and of the climate nothing need be said after so much has been already shown. There are sulphur and mineral springs about Ashland in great number—curative both as bathing and drinking waters; and they are yearly being more generally resorted to by health-seekers. If from a delightful atmosphere, and a charming and cheerful prospect in all directions, any element of health can be drawn, here is where they may be imbibed.

## THE COAST REGION.

**T**HIS SECTION comprises all the territory between the low Coast Range of mountains and the Pacific Ocean, from California to the Columbia river. While it contains a great quantity of magnificent agricultural—grain and fruit—lands, it is in natural resources—coal, iron and timber,—the richest portion of the state. It has, from its earliest settlement, been almost completely isolated from Oregon, and even now California may be said to derive by far the most benefit from its sources of wealth. From its numerous coast ports San Francisco, by steam and sailing coasters, has derived the benefit of its exported products, and furnished its imported supplies. Beginning south and moving north along the coast, we may best describe it from these points, touching first at

**THE ROGUE RIVER.** Ellensburg, situated at the mouth of this river, is the county seat of Curry county, and is a settlement of some 300 people. Along the Rogue river and its tributaries, are now some good farms valued at \$15 to \$30 per acre; but excellent lands are yet awaiting settlement. A large portion of arable land has never been surveyed, and there are here fine opportunities for settlers. The soil is exceedingly fertile everywhere, and oats, barley, wheat, hay, and vegetables grow with great luxuriance. Corn is raised with some success, and the amount of grain produced, of various kinds, is only limited by the demand, which renders other pursuits more profitable. The occupation of the people is principally stock raising and dairying. Sheep and cattle require no feeding besides what the fine and extensive ranges afford. All kinds of fruit do well except peaches, and these can be raised where protected from the coast winds. The mountainous portion is well timbered with fine cedar, fir, and myrtle, all fit for lumber. The climate is mild and very agreeable at all seasons. The whole county is underlaid with coal beds and iron ore, awaiting transportation facilities, and capital for development. Copper is also plenty and of good quality. Gold is washed from the river and beach sands. The fishing industry is well developed, and there are packed here about 15,000 cases of salmon. The Rogue river affords a very good harbor, and the commerce and intercourse are almost exclusively, with San Francisco, by coasting vessels.

**THE COQUILLE RIVER,** in Coos county, at its mouth admits fair sized coasters, and might easily be made navigable for some 40 miles inland, by

the same class of 500 to 600 ton vessels, whereas, at present, it is navigable for those of very light draft. Salmon fishing is extensively and profitably conducted on the river, and considerable quantities are packed. The coal which everywhere crops out along this river is of most excellent quality, and unlimited. Some anthracite is said to exist here. When developed this will furnish an immense source of revenue. Coal now sells here at \$3 per ton retail. The timber, fisheries, and mines, render the fertile valley lands along the river very desirable as locations, and they can be bought somewhat improved, for \$20 to \$40 per acre. The resources of this district will amply reward any outlay necessary to improve the condition of the river to render it more serviceable. Further north is

**COOS BAY**, also in Coos county. This is the best, and probably the most important harbor, south of the Columbia river, on the Oregon coast. Here the lumbering, farming, coal, and fishing industries furnish sufficient business to support a regular line of steamers with San Francisco, and give employment to numerous sailing vessels, with other points on the coast. Most of the county is rolling and heavily timbered, but all fertile. There are enormous tracts of tide lands to become very valuable by dyking. The river valleys are the only lands as yet farmed; but the uplands are, when cleared, the most prolific. All the grains mature well. Grass is luxuriant, and growing the year round, and dairying is successfully followed. In fact this is true of the whole coast region. Considerable is done in stock-raising; and wool of extra fine quality and uniform texture is produced. Apples, pears, plums, and prunes, can be grown in all the abundance of the most favored sections. Fruit growing will become a flourishing industry. The timber is of great variety. Particularly valuable is the white cedar for finishing, and myrtle for veneerings. Lumbering is extensive. Prosperity attends the fishing industry, and great quantities of salmon are canned, and salted in barrels. Within easy reach of the navigable waters, are vast beds of the best quality of bituminous coal. Iron ore is abundant; and marble and building stone without end. Placer mines have been worked for years, and many quartz lodes are uncovered. The coast here is attracting great attention, and the inducements and benefits to the settler are hardly to be over estimated. A family can be well located for \$1,500 to \$3,000, in comfort and independence, and the surrounding conditions, are bound to improve rapidly, and make a home here not only desirable but valuable.

**EMPIRE CITY**, near the entrance on Coos Bay, is the county seat. It is a prosperous settlement of 400 inhabitants, and has already an extensive lumbering business. Communication is made with Roseburg daily, except Sunday, by stage. Some 25 miles north is

**THE UMPQUA RIVER**, the mouth of which forms another excellent harbor, for light draft vessels. The commercial industries here are chiefly lumbering and fishing, and these are both profitable. The coast range extends here well down to the shore, and the timber resources immediatel



about are immense. There are, however, fine farming lands along the Umpqua and Smith river valleys; and besides improved lands, there is considerable government and state school land open for settlement. The next point of importance is

## YAQUINA BAY.

**T**HIS BODY OF WATER is naturally a fine harbor, and is becoming a fair port. The U. S. government appropriated \$430,000 here for coast improvements, and the expenditure of most of this is already attended with valuable results, greatly enhancing its serviceability.

**THE BAY,** is navigable for large sea-going vessels, and extends over 4 miles into Benton county, a territory rich in varied resources. Naturally, the bar, at the mouth of the bay, was such an obstruction, as to allow vessels of only light draft to enter the harbor, as but 17 feet of water, at high tide, could be depended upon. The jetties proposed are not more than half completed, but already the channel is deepened some 6 feet. When completed, this will be in-



creased 8 feet more and answer all requirements. The coast range in this county is by no means formidable, and there is a much larger percentage of fine farming land than further south. Several fertile valleys of considerable extent surround the bay. These have great capacity for production, and the profusion of natural white clover makes both dairying and bee raising very profitable. The honey from here is scarcely equalled. Besides the firs, pines, etc., everywhere prevailing in Oregon, there is to be found here good quality of oak, white ash and maple, largely used in furniture manufacturing. Cattle thrive without care, and the climate—very mild—becomes still more equable as we approach the Columbia river. Located on the bay about 3 miles above its mouth is

**YAQUINA CITY.** This site was established by the Oregon Pacific Railway Co. as its deep water terminus. The railroad is now operating from here across the Willamette valley, and is building on through eastern Oregon for transcontinental connection with the Oregon Short Line, and Union Pacific. It is the point of transfer, for inland and ocean traffic, and a regular line of steamers are running in connection between here and San Francisco. The city is fast developing and has already attained over 500 population; it is well appointed, with schools, churches, hotels, shipyard, telegraph lines, docks, warehouses, etc. Numerous industries are springing up, and business is prosperous. Its growth is only such as is to attend the coast region everywhere,

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*MISSOURI, KANSAS, ARKANSAS, INDIAN*  
*TERRITORY AND TEXAS.*

**THE BEST ROUTE** TO COLORADO, NEW AND OLD MEXICO,  
TO ARIZONA, WYOMING, UTAH, IDAHO,  
MONTANA, NEVADA, CALIFORNIA, OREGON AND WASHINGTON.

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 *Through Coaches, Reclining Chair Cars, and Pull-  
man Sleepers are run on all trains of the  
Frisco Line and its connections.*

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ON SALE AT ALL PROMINENT TICKET OFFICES OF THE COUNTRY.

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*Gen'l Manager.*

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*Gen'l Passenger Agent*

ST. LOUIS, MISSOURI.

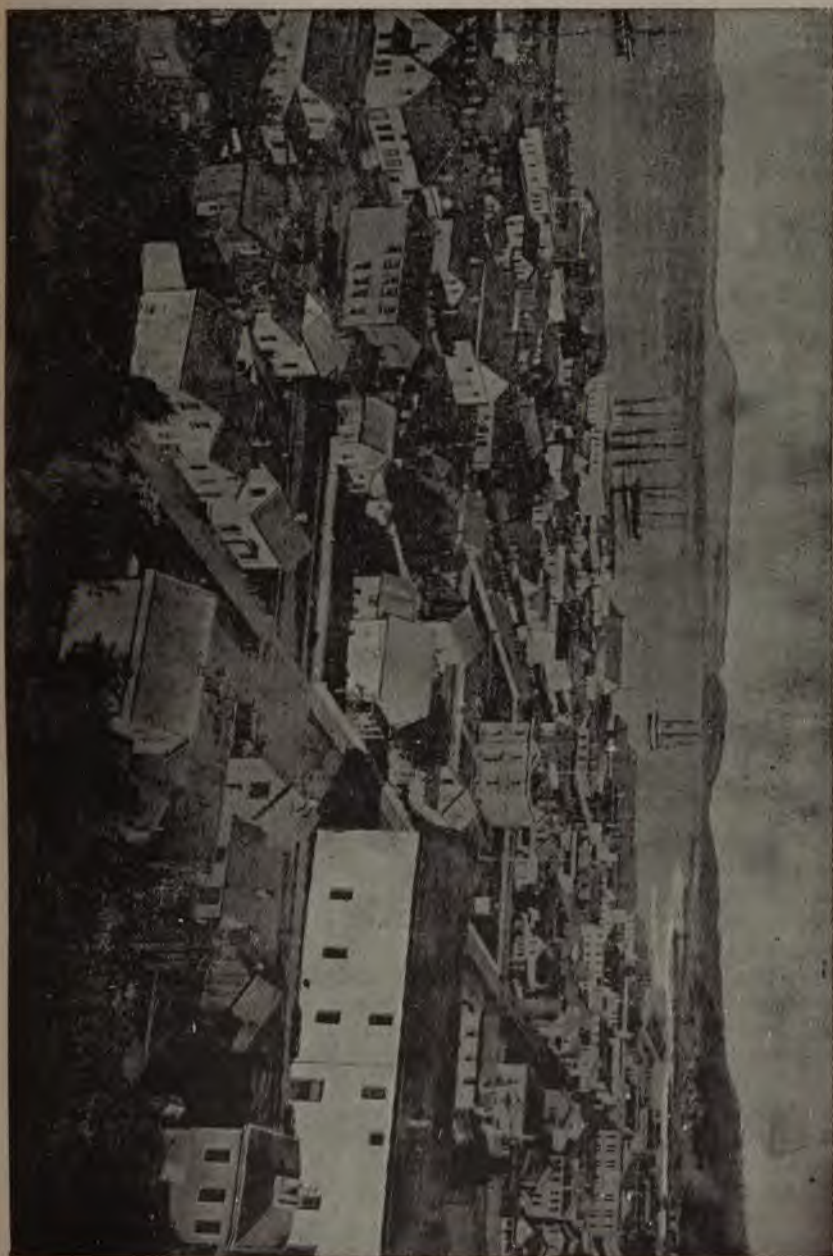
when transportation facilities are provided to reach its millions of acres of immense timber, and the great coal fields and beds of iron ore, with which it abounds. Improved lands are to be bought here cheap, and there are still some chances to acquire government and state locations. The unexcelled transportation facilities will render these all valuable before long. A point of great attractiveness on the bay is

**NEWPORT.** This is growing rapidly as a place of Summer resort, and, by many, is preferred to any other on the coast. Each year finds it more popular and it was crowded this season beyond its capacity to entertain visitors. The building of the railroad has rendered it so easily accessible that its advantages are becoming known. The coast is here of great scenic beauty; and the beach, fronting both on the bay and the ocean, for bathing, is unsurpassed. The pleasure and health seeker finds here everything to delight and restore. Boating and driving are to be enjoyed in all directions. A short distance back in the country game is plentiful; this and the mountain streams afford the expert sportsman endless diversion, when wearied of deep sea fishing. Oysters, clams, crabs and mussels, are enjoyed to surfeit; and in all respects the change to the inlander is complete and grateful.

**TILLAMOOK BAY** forms something of a port, but, hardly claims commercial recognition. It is noticeable and more important as introducing to the settler Tillamook county, than for any other purpose. This, probably the most isolated, is one of the finest counties on the coast. The bay itself, 8 miles wide and 12 miles long, is navigable only for a class of coasting vessels hardly to be styled seagoing. The fishing industry here is well established, however, and considerable canning of salmon is done. Five good streams which rise in the mountains, and gather the waters of countless rivulets, flow into the bay. Along these, and up and down the coast, is, in the aggregate, an extensive body of fertile valley lands, of quite inexhaustible productiveness. Barley of very superior quality is grown here, together with oats, and perfect vegetables and root crops. Many kinds of fruit, too, do well. Butter and cheese making receive much attention, and from here on up to the Columbia river is a country excelling, in this excellent region, all other spots for this industry. Extending back from the ocean the rise is gradual towards the Coast range, and almost any of the cleared land is at once available as a matchless grass pasture. The timber here is of splendid quality, and growth, and easily rafted to manufacturing points. The settler will look in vain for more advantageous chances to locate, in Western Oregon, than this county affords. Government and state lands are both open for entry, and work can be had in the lumbering camps while establishing a comfortable home without expense. The slight clearing of light ferns and brush wood will prepare the way for thousands of families here. This county is tributary to Astoria, and is to become still closer connected with it, in the prosperity and enhancement of values that is to follow the construction of the Astoria and South Coast railroad, now being built, for this will develop

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WATER FRONT, ASTORIA, OREGON.



the magnificent coal and iron deposits, besides opening a market for its lumber, and agricultural products now awaiting transportation facilities.

Following along the coast we turn into the Columbia river; and 12 miles above its mouth land at the

## CITY OF ASTORIA.

**A**STORIA, Clatsop county, is the oldest settlement and, next to Portland, the largest city in the state. It has a permanent population of about 9,000 and during the open fishing season probably 1000 more. It is by water 555 miles from San Francisco, and 98 miles from Portland.

**POSITION, HARBOR AND FACILITIES.** The city, situated on the south



bank of the river, and extending from the water's edge up the lofty hill which rises a short distance back of it, occupies a beautiful and imposing position. From the heights the Pacific Ocean and the Columbia river, here 4 miles wide, present a prospect dwarfing anything upon the lauded Hudson. The business portion extends 2 to 3 streets back, from the shore, and is built entirely upon piles

over tide water. Then begin the residence streets, terraced one above another, presenting a beautiful facade. Grown to a city of 20,000, with the building sites occupied, it might easily surpass in beauty anything upon the Pacific coast. Just far enough inland to form a placid harbor, it has unlimited anchorage, and over 3 miles of wharfage front. The largest sea-going vessels here enter and depart over the bar, at the river's mouth, with no other disadvantage than the occasional delay, of waiting upon the tide. This carries naturally 27 feet of water at low tide. An appropriation by congress of \$1,300,000, now something more than half expended, in the construction of jetties, has wrought perceptible improvement. The bar is shifting, and already 3 feet more of water is permanently established in the channel. It is estimated when the work is properly completed that the channel will surely have 30 feet at low tide, and Astoria's well founded claim of being a fine port, with an unexcelled harbor, admit of no qualification whatever. There is great need of such improvements all along the Pacific coast, and any political party will do well to recognize the urgency. For any party to prate of a surplus in the treasury, while these needed improvements are neglected, or tardily accomplished, is merely to invite its own defeat. For all purposes of commerce, business, and agreeable residence, as a city, Astoria is thoroughly equipped. It has numerous churches, comprising 10 denominations; excellent public schools and educational facilities; all the fraternal, secret, and beneficial orders; and

**THE "PIONEER"** DAILY AND WEEKLY. The Newsiest Paper published on the Columbia River. Sixty cents per month; \$7.00 per year. Sample copies free. THE PIONEER OREGON.

# ASTORIA

*Is the Deep Sea Port of Oregon.*

---

STEAMSHIP LINES TO EVERY PORT  
ON THE PACIFIC COAST.

---

DEEPWATER SHIPS TO EVERY PORT IN THE WORLD.

---

AN INVITING FIELD TO CAPITALISTS  
AND MANUFACTURERS.

*The inexhaustible resources of this vicinity are rapidly developing.*

*The opportunities for the agriculturist and immigrant are unequalled.*

---

Government Lands abundant and Improved Farms are cheap in Astoria's  
Tributary Country now being opened by

NEW RAILROAD LINES APPROACHING COMPLETION.

---

THE MAIN LINE OF  
THE ASTORIA AND SOUTH COAST RAILROAD

Diverges east from Clatsop Plains and traverses the Nehalem  
Valley to Trans-continental Connection at Hillsboro,  
Washington County. Surveying parties of  
three other great railroad companies  
are now in the field.

---

**Astoria** has an incomparable climate of perpetual Spring. **Labor** is  
always in demand. **Wages** are good. **Farm Products** find ready market.

Information furnished to strangers and immigrants seeking settlement.

*Call upon or address*

**SECRETARY OF CHAMBER OF COMMERCE,  
ASTORIA, OREGON.**

a fine hospital conducted by the Sisters of Charity. It has 3 daily newspapers, and 3 weeklies, and also a Finn-Russian publication; excellent hotels; and ample banking facilities. A chamber of commerce, organized in 1874, collects statistics of trade, disseminates information regarding business enterprises, and assists in locating settlers. An organized loan and building association is in prosperous condition. Its water works are complete, and from a reservoir, of 1,000,000 gallons capacity, high above the city, pure mountain water is distributed everywhere through mains for household use, and for the supply of an efficient fire department. The city is illuminated by arc electric lights, and gas is supplied for other purposes at a reasonable price. The whole frontage of the city, for a distance of  $2\frac{1}{2}$  miles, is traversed by a finely equipped street railway, terminating at Upper Astoria, known as Alderbrook. Among numerous other attractive buildings, are the fine edifices of the Odd Fellows, and Knights of Pythias; the Custom House and Post Office; and a spacious Opera House.

**TRANSPORTATION FACILITIES.** While not as yet enjoying railroad connections, Astoria is far from isolated. It is within forty hours of San Francisco by the ocean steamships of the O. R. & N., one of which arrives from and departs to that city every 4 days. In addition to this it is the terminus of the lower Columbia route of the O. R. & N., and every convenience of day and night boats afford quick and constant intercourse with Portland, where connection is made with all the rail or water routes in every direction. The British Columbia and Puget Sound steamers from Portland stop here going either way; as do also steamers for Gray's Harbor points. A daily line also accommodates travel to Ilwaco and Shoal Water Bay, on the north coast. The Astoria and South Coast Railroad Co., which began work in 1888, is now actively engaged in the construction of its road, by way of Skipanon, to Sea Side, Tillamook Bay, and further on to transcontinental connections; and not only open up to settlement a splendid country, already described; but at the same time very materially benefit the commerce and business of Astoria. The road is of standard gauge, and being built by Astoria capital.

**NATURAL RESOURCES.** The country tributary to this city comprises all of Clatsop and most of Tillamook and a fair half of Columbia counties, and abounds in natural resources, which, could they ever be exhausted, would leave almost the whole region only prepared to continue on, in an agricultural prosperity, no less lucrative or pleasant to follow. Here is not alone the largest, and most perfect growth of timber in the State of Oregon, but the more valuable woods for finishing, and varied manufactures abound. The numerous streams that penetrate these forests, are natural highways for marketing logs, which could hardly be better designed. In addition to this surface wealth there are discovered great beds of coal, of an excellent bituminous quality, and iron ore is very abundant with lime as a sub-layer. Superior mines of potter's clay also exist. Aside from the timber the clay is the only one developed, and this is merely carried away to support an industry else-

# ASTORIA REAL ESTATE CO.

Office: Cass Street, South of Odd Fellows' Building.

**Negotiates Sales of**

**CITY, BUSINESS AND RESIDENCE LOTS,**

*Water Fronts, Acre Tracts and Farm Property.*

**And does a General Commission and Brokerage Business in Real Estate.**

**Persons visiting Astoria or living at a distance can rely upon having  
orders for purchase or sale of property intrusted to our  
care Promptly and Faithfully Attended To.**

**We make Investments and place Loans on approved real estate security  
for Non-Residents.**

**Rates, 7 to 10 Per Cent. Interest Net.**

*Reference by Permission to I. W. Case, Banker, and First  
National Bank.*

CALL ON OR ADDRESS:

**H. F. PRAEL, Sec'y.**

**J. H. D. GRAY, M'g'r.**

**ASTORIA, OREGON.**

.....CORRESPONDENCE SOLICITED.....

**Established 1870.**

**Incorporated 1890.**

**The I. W. Case Banking Company.**

**DOES A GENERAL BANKING BUSINESS.**

*Drafts drawn available in all parts of the United States, Europe and  
Hong Kong, China.*

**Collections a Specialty.**

*Odd Fellows' Building.*

*ASTORIA, OREGON.*



where. Jet is also found here. So little comparatively has been done to propagate the salmon of the Columbia river artificially, as a source of wealth to Astoria, that the river, too, may be very properly put down as one of the great natural resources; for here is, so to speak, a volunteer crop harvested from the water, and annually yielding enormous returns in

**THE SALMON INDUSTRY.** This is the most prominent industrial pursuit of Astoria, and great commercial activity attends it. When it is understood that a plant in canning establishments, of only 2 million dollars gives business to some 3,000 men in trap, wheel, seine and gill-net fishing, and employment for four months, (April, May, June and July, constituting the fishing season on the Columbia) to 1,500 more in the packing houses, the extent and value of this industry is clearly apparent. Tributary to Astoria are 38 fish canneries, over 20 of which are located in Astoria proper, the balance dotting the shore a few miles above and below the city. The average value of a season's catch for some years past has been fully \$2,500,000; and even now, notwithstanding a considerable decrease of the number taken, the average is well maintained by the advanced price obtainable for the fish, they, this year, selling readily at \$1.25 each to packers. In 1867 and 1868 they were sold at 15 and 20 cents each, and as late as 1876 at 25 cents. Scarcity does not fully account for this, unless we say scarcity of the Columbia Chinook salmon; for, while the quantity packed elsewhere is annually increasing, particularly in Alaska, the acknowledged superiority of this fish to all others is yearly better appreciated by consumers, and hence sought for by dealers. To-day exclusive Columbia River canning readily commands \$2.00 per case above what is known as the coast packing. This is the salmon taken in adjacent inlets, estuaries and rivers on the coast. Not unlikely is the difference to widen still further, for, as the Alaska packing increases, the disparity becomes still more marked. So while Astoria has competition in this business she has no rival, standing alone, the sole packer of an oily, rich and delicious fish. The Columbia river salmon is deservedly held in high estimation; for not only does an old packing sell as readily as new, but an improvement in the can, by age, is generally conceded to this meritorious fish. The most successful of all seasons, known as the banner year on the Columbia, was 1883. Statistics give the following results:

Columbia River . . . . .	629,400 Cases
Sacramento " . . . . .	160,000 "
Rogue " . . . . .	16,000 "
Coquille " . . . . .	7,000 "
Eel " . . . . .	15,000 "
Frazier " . . . . .	172,000 "
Other British Columbia Rivers . . . . .	68,000 "
Alaska . . . . .	36,000 "
<hr/>	
Total . . . . .	1,106,400 "

# ELMORE, SANBORN & CO., Shipping <sup>AND</sup> Commission Merchants

Sole Agents for the following Brands of Choice Salmon :

## **COLUMBIA RIVER.**

MAGNOLIA.

WHITE STAR.

ROYAL SEAL.

JIM WILLIAMS.

VETERAN.

COLUMBIA CANNING CO.

UNION PACKING CO.

## **ALASKA.**

COLUMBIA CANNING CO.

ARCTIC ZONE.

## **TILLAMOOK BAY.**

JUMBO.

FEARLESS.

## **SIUSLAW RIVER.**

C. TIMMINS CO.

---

# Hustler's Astoria.

This property is situated within one mile of Union Pacific Terminal. A cable road is in course of construction to run through the property. A magnificent view of Young's Bay and the Columbia River. Admitted by all to be the best investment in Astoria.

Apply to

**ELMORE, SANBORN & CO.,**

**ASTORIA, OREGON.**

Following 1876 large shipments of Columbia river salmon were sent to England; shipments in 1885 amounted up to over 400,000 cases. The demand then fell off dwindling to less than 50,000 cases in 1888, when the product may be said to have had an eastern home market equal to the supply. Now again the English demand is reviving and already this year, up to May 1st, orders have been received for nearly three times the amount of 1888. Columbia river packers have reason to congratulate themselves that the cheaper article has been tried for the past two or three years in England only to confirm the opinion of the superiority of their goods. With the above showing and quality of product, Astoria may, for the Columbia, challenge comparison with any stream in the world. The efforts made to perpetuate such a source of revenue are weak, or appear so, to anyone who stops for a moment to estimate how matchless is this resource. The state has appropriated \$5,000 to \$10,000 per annum for the operation of its hatcheries on the Clackamas, and even this meagre amount has undoubtedly done much towards maintaining the supply. The total packing this year on the Columbia will hardly exceed 325,000 cases, (48 one pound cans to a case) and it is not speaking extravagantly to say that it is within the possibilities of pisciculture to double the supply many times in this river. With a state government now on the north side of the Columbia to co-operate with Oregon, it is to be hoped that measures will be taken to bring about harmonious action looking towards the accomplishment of such results. Aided in a large measure by this industry, Astoria has machine shops and factories turning out patented machinery for canning and manufacturing the articles required for an equipment. Of by no means inconsiderable importance in connection with the fisheries of Astoria is the increase in the

**CATCH OF SHAD.** Notwithstanding the fact that no effort has ever been made to plant this fish in the Columbia river, they have found their way here from the Sacramento, where some 6 years ago the U. S. Fish Commission planted a large quantity. They have done well in the Sacramento, and with any effort would do much better still in the more congenial waters of the Columbia, in which they have already established themselves to the extent of becoming, from the number caught this season, an article of sale. With some effort to propagate this delicious food fish, or even to foster them by protection for a few years, results would be accomplished in the Columbia as far exceeding anything in the Atlantic coast rivers, where efforts are attended with great success, as the Columbia exceeds all other rivers in its capacity to accommodate; and excelling in these, as it excels in the quality of all the fish that find a habitat in itself and tributary waters.

**THE LUMBERING INDUSTRY** of the city is second to the fisheries. Three great saw mills are in active operation, and free shipments of billed lumber, are made to Mexico, Rio Janeiro, Melbourne, Sidney, Hong Kong, and Japan, while an active trade is maintained with all California ports. Fine timber is in enormous supply, near at hand, and through the water courses

tending to this point the rafting of logs is easily done. Boat building as an outgrowth of this, receives considerable attention, and some of the best and handsomest vessels of the northwest, from the skiff and Columbia fishing boats up to craft of 600 tons, are launched here. The opportunity is unlimited for the manufacture of furniture, barrel staves, wood pulp, wooden pipe, excelsior, etc. These 2 industries—fishing and lumbering—are almost exclusively followed by the inhabitants, and hence

**THE ADVANTAGES OF AGRICULTURE** are here unexcelled, if equalled, anywhere in the Pacific Northwest. Any presentation to the settler which omitted the benefits to be derived from the peculiar situation here, would be weak. While there is a considerable portion of the country surrounding Astoria somewhat mountainous, and heavily timbered, there are also magnificent plains, highly fertile, excelling in the production of natural grass and clover, perpetually green. Grain, many kinds of fruit, and all vegetables grow in profuseness and perfection. It is unsurpassed for the small farmer, the gardener and the dairyman. The occupancy of these lands invite such to even a more certain harvest than attends the other occupations we have named; for all the productions, for the support of the industrial classes, are imported from California and the interior counties, and are consumed at high prices. Fishermen earn in 3 or 4 months the means for a year's support; and "a skilled laborer," as has been tersely stated here, "can buy a barrel of flour with each day's wages." The capabilities of the soil, and favorable climatic conditions are adjusted, in perfect harmony, to make it an easy task for the producer to meet the highest markets with supplies for a great consuming class. Vegetables, butter and eggs are all brought largely from California. All these could be produced here in such abundance as to be exported at a profit. Improved lands are very cheap; and much can be had by homestead and pre-emption claimants, which requires but moderate clearing to make fine farms. Even heavily timbered tracts partially cleared will be immediately available for pasture, and when stumps rot out, or are removed, make valuable agricultural lands. A man can establish himself here in these different ways with \$500 to \$3,000. The settler need be in no solitary condition here, for the rapid settlement now taking place affords the gratification of social longings.

**CLATSOP BEACH**, 18 miles south of Astoria, on the coast, is the popular seaside Summer resort of Oregon. Thousands spend the season here in hotels and cottages. The place is reached by stage from Astoria, but the early completion of the Astoria and Coast railroad, will soon afford such needed facilities of travel as to insure Clatsop all the popularity of the California coast resorts, over many of which it possesses some advantages.

**THE U. S. LAND OFFICES** are located one at Oregon City and the other at Roseburg, and are the 2 maintained for Western Oregon. At The Dalles, La Grande and Lakeview are the 3 for Eastern Oregon. Eastern Washington has likewise 3, located at Walla Walla, Spokane Falls and North Yakima, while Western Washington has 2, one at Vancouver and another at Seattle.

Each office has jurisdiction of the business for its surrounding territory.

**THE CLOSE** of our tour carries us up the Columbia river to Portland. Along the river here are some valuable bottom lands. The fishing and lumbering industries are seen and appear extensive; but hidden away in Columbia county, along which for miles we pass, are resources of coal, iron and limestone, in amount incalculable. This immense mine extends for fully 50 miles on through Washington county and up the Willamette to Oswego, 5 miles beyond Portland, where the Oregon Iron and Steel Co. are turning out 50 tons of a fine quality of pig iron per day. This body of ore alone is said to be sufficient to supply the United States for 20 years. What population will yet accomplish with such opportunities on every hand perhaps we shall receive some little intimation of here, where we rest, at Portland.

---

## Only Those Who Travel Over The Union Pacific System

Can find the combined conveniences and accommodations of  
**SPEED, COMFORT, LUXURY AND SIGHT-SEEING**  
**IN OVERLAND TRAVEL.**

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**Business Men** upon whom an enforced journey makes speed, with comfort and luxury, the main consideration, can find it only on "**The Overland Route**" between Portland and Chicago. The trip is made within three business days, with choice of either first or second class accommodations to be found in Pullman Palace and Pullman Colonist Sleeping Cars, free Reclining Chair Cars and through Pullman Dining Cars. No other line attempts to give these accommodations.

**Tourist Travelers** who make the trans-continental journey solely for pleasure, sight-seeing and diversion, can find only in the **Two Daily Trains** each way of this "Overland Route" the gratification of the desires that prompted the journey. Tourists starting from Chicago or St. Louis with unlimited coupon tickets should consider that by this route the whole journey can be made by daylight, stopping off at places of interest at night to resume travel at pleasure on a morning train at any time thereafter. This is too often only realized by tourists at the end of their journey after half of the wonders and beauties advertised to be seen have been passed in the night. With such travelers, to whom not how to save time, but how to employ and pass it agreeably is the first consideration, this hint will be of great value before starting upon the Overland Tour. The suggestion of it can come *only from a line maintaining a night and morning train.*

---

**FAIRFIELD, WASH.** **P. GIMBLE & SON** carry the largest stock of Farming, Dairy and Mining Machinery, Wagons, Carriages and General Merchandise to be found in the Palouse Country. page 112.



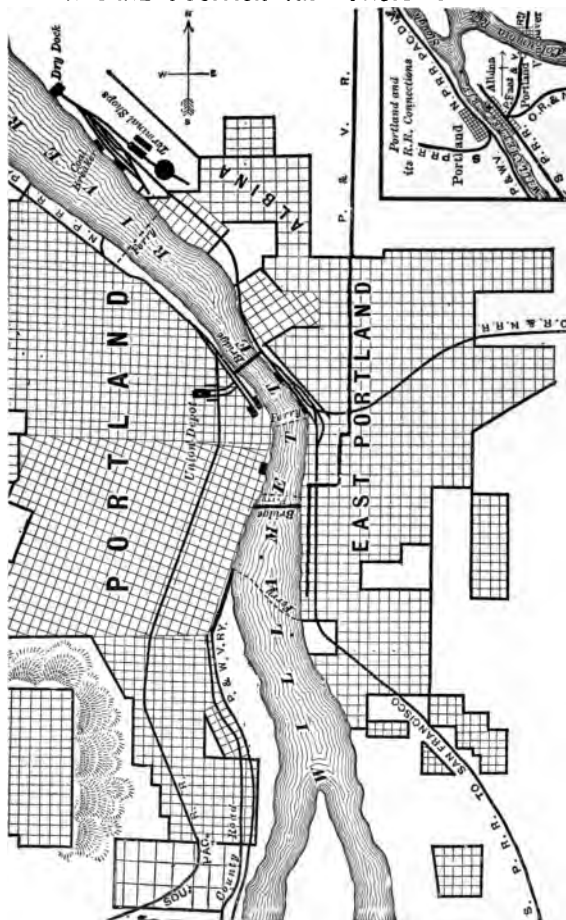
ROOSTER ROCK.—COLUMBIA RIVER.

From Mt. Hood

## THE CITY OF PORTLAND.

**T**HE METROPOLIS of the Pacific Northwest must be a city located at that point to which tends naturally and gracefully the extensive commerce of its immense territory. The impulse of

**NATURAL POSITION AND FACILITY** selected such a spot upon the



Willamette river near its confluence with the Columbia, to found the city of Portland. It was an intelligent design which located it at the head of navigation for deep sea vessels on both rivers, as uniting all the requirements for the development of a country such as we have described, from the Cœur d'Alene and Blue mountains on the east, to the Olympic and Coast ranges on the west. The Columbia and the Snake; the John Day and the Des Chutes; and the Willamette and the Cowlitz rivers seek not their way towards Portland, with a more sure eternal tendency than, drifts to the same city, the commerce of the extensive regions they drain. Once the emporium of an enormous country of vast forest,

mineral and agricultural resources, the slight development of these has made Portland already the metropolis of over 30 incorporated cities, each flourishing and fast growing into importance, all tributary to it, and sharing in its prosperity. In the peculiar commercial strength of its geographical position

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No. 141 FIRST AND 26 ALDER STREETS,  
PORTLAND, OREGON.



Portland has but one prototype in the United States—Chicago. Both stand alone as inland ports, gathering and controlling naturally the commerce of an extensive territory, with facilities for transportation and commercial intercourse—interstate and international—which no artificial means can supply to divert in other competitive directions. While proud to trace the certainty of its future in the possession of the identical surroundings which have made Chicago great, Portland may justly claim natural facilities of a far superior order as aids to accomplish for it similar results. In the extent of its tributary country alone can the city on the lake sustain its claim to equal advantages. The resources of that territory—the old Northwest—great as they are, are demonstrated to be in no way superior to those of this new Northwest. Let us see how nature, in providing facilities required for the development of the resources of such a surrounding country, has made Portland to compare so favorably with Chicago. Such an investigation brings us first to the consideration of

**THE COLUMBIA RIVER AND ITS TRIBUTARIES.** These form a system of waterways possessing wonderful beauty; affording facilities for extensive inland navigation in connection with a safe and perfect seaport; supplying



WATER FRONT—SHOWING DOCKS OF O. R. & N. CO.

everywhere on their course great utility of manufacturing and motive power; and yielding an enormous revenue from fisheries; all of which in combination no other region of America can boast, and probably none in the world can surpass. The Columbia is the only river in the United States capable of receiving, naturally, deep sea vessels 120 miles inland. Fed through its tributaries from the melting snows of the Cascades, Blue, Cœur d'Alene, Bitter Root and Rocky mountains, its waters are highest, in the important season of Summer, *without rains*. Frequently at such times, for consecutive days its rise every 24 hours is an increase of water equal to the whole Hudson. When swollen

to its utmost, and carrying off a volume estimated to be as great as the Mississippi—the only river comparable with it—its waters are pure, clean and limpid. Consternation never prevails in dread of its greatest rise, and no serious or extensive danger or damage ever attends its most sudden or violent change. Lower this season than it has been known any Summer for 20 years, Portland has suffered neither vexation nor inconvenience, in its facilities, as a seaport. Of all its possible advantages, its beauty is the sole one as yet completely enjoyed. While treacherous bars, and shifting channels are yearly rendering the Mississippi, and its tributaries, less serviceable, the Columbia's facilities will only be developed for 1000 miles of uninterrupted inland navigation, when the locks, in process of construction at the Cascades, and those contemplated at The Dalles, are accomplished facts; and the limit of its revenue from fisheries will be known only when appropriations for fish hatcheries, and efforts to aid reproduction can do nothing more. While Chicago derived no benefit from her position of strength, with regard to her waterway facilities, to render her prosperous, until railroads centered there to



O. R. & N. CO.'S STEEL BRIDGE ACROSS THE WILLAMETTE RIVER.

utilize them, Portland's navigable waters, still only partially enjoyed, had in 1880—fully 3 years before she had any railroad—made her the third wealthiest city, *per capita*, in the world. If these waterways alone could create a city, **and the resources of the country through which they flow could nurture it to such a degree of prosperity**, we may see, in a still further comparison with Chicago, the position of eminence to which they, united with

**RAILROAD CONNECTIONS**, are destined to promote and elevate Portland. To avail itself of lake and canal navigation for barely 7 months of the year, the demands of commerce at Chicago reversed the course of its river, to abate a nuisance, and 3 times raised the city out of a swamp to utilize such connections. Portland's position with regard to railroads in connection with water-

ways as a means of transportation, while decidedly more *facile*, is stronger than Chicago's, being uninterrupted throughout the year, and less subject to diversions of commerce to competitive points. Further, it is not merely upon railroad connections, but upon the nature of them that the metropolitan character of a city depends. Indianapolis for many years had more railroads than Chicago; but they were not of a character to build her up commercially. They did not of necessity make Indianapolis a *terminus*, and point of transfer as they did Chicago, giving the latter such wonderful ascendancy. Like Chicago's, in this, lies the peculiar strength of Portland's position; for not only is this the point where inland navigation meets the largest deep-sea vessels to break bulk and transfer both ways; but is also the *terminus* of 6 distinct lines of railroad doing the same thing. Three of these are great transcontinental systems connecting Portland direct with every point on the Missouri and Mississippi rivers, and the Great Lakes, making uninterrupted connection at St. Louis with the Missouri Pacific for the south and the Gulf cities, and at Chicago with the Vanderbilt Lines, the Chicago and Atlantic Erie System, and the Pennsylvania Lines for all cities on the Atlantic coast. Two of these 3 transcontinental systems operate separate and independent lines in different directions, within the limits of the Pacific Northwest. The sixth is a distinct local line, a feeder from the Willamette valley. All center here and break bulk in collecting from, and distributing to all points through this city as a place of transfer. First,—

**THE UNION PACIFIC** has made Portland the sole and selected Pacific coast *terminus* of its 6,000 miles of road, irrespective of the O. R. & N. system over all of which, in addition, it travels a distance of 880 miles in independent proprietorship, to perfect, from all points in the east, northeast and southeast, its direct connections with Portland, and so with all Pacific coast and Puget Sound points between San Francisco and British Columbia, and British Columbia and Alaska. This, the one great "Overland Route," is in the light of recent events, of more importance to Portland, than all its other many and valuable railroad connections. The wisdom of its unfolding design first displayed in securing the proprietary ownership of the O. R. & N.—a perfect system ramifying in all directions and controlling the traffic of the whole Pacific Northwest, including Idaho—is now clearly shown in the close relationship just established by contract with the Chicago and Northwestern, operating jointly over all its many lines to Chicago, where, in addition to its Pennsylvania, and its Erie connections, it has a still further extension of valuable co-operation over the Vanderbilt Lines to the Atlantic cities. This practically unites 3 great divisions of railroad—the O. R. & N. and Oregon Short Line as the Pacific Coast Division; the Union Pacific Overland Route and the Chicago and Northwestern as the Central Division; and the Vanderbilt Lines as the Atlantic Division—into one harmonious transcontinental system (in fact as well as in name), with Portland for its western, and New York and Boston for its eastern *termini*. Next,

—GO TO THE—  
—**UNION TICKET OFFICE**—  
—OF—

# The Union Pacific System

For Through Tickets to

**CHICAGO, DENVER,**  
**ST. LOUIS, OMAHA,**  
**KANSAS CITY, ST. PAUL,**  
**SALT LAKE, MILWAUKEE,**  
**NEW YORK, BOSTON,**  
**PHILADELPHIA, WASHINGTON,**

—And all points—

## NORTH, EAST AND SOUTH.

**TWO DAILY PASSENGER EXPRESS TRAINS EACH WAY,**

***“THE LIMITED FAST MAIL”***

Leaves Portland 7 a. m.

And Arrives at CHICAGO, via Omaha and Council Bluffs, in

**75 HOURS**

***“THE OVERLAND FLYER”***

Leaves Portland 9 p. m.

**FOR CHICAGO, ST. LOUIS AND INTERMEDIATE POINTS.**

**FOR PARTICULARS OF EQUIPMENT AND ACCOMMODATION FIRST AND SECOND CLASS ON THESE TRAINS SEE PAGE 105.**

**Elegant Iron Steamships** of the same system make regular trips between Victoria, B. C., and all points on Puget Sound and Portland, and every four days between Portland and San Francisco.

**A Trans-Pacific Steamship Line** is now established as a part of this SYSTEM and will be ready for passenger and freight service between Portland and Japan about June 1st, 1890.

**Berths and Drawing Rooms** on Pullman Cars of all trains and **Berths and Staterooms** on Ocean, Sound and River Steamers sold or reserved.

**Orders for Baggage** received and same checked from Hotel or Residence.

**Through Tickets for All Parts of Europe** by all Atlantic Steamship Lines.

**For Tickets, Rates, Time Cards, etc., and all information** apply to

**GEO. S. TAYLOR,**

*Passenger and Ticket Agent of the Union Pacific System,*

**CORNER FIRST AND OAK STREETS,**

**PORTLAND, OREGON.**

dence of growth, Portland points to nearly \$10,000,000 available banking capital and this fast accumulating; to an annual mercantile trade of nearly \$120,000,000, increasing at the rate of 25 per cent. per annum; to some \$20,000,000 exports, domestic and foreign; to the manufactures of lumber which for years have been shipped to China, Japan, South America and California, now rapidly extending east, with shipments over its railroads to Salt Lake, Denver, Omaha, Chicago, etc.; to the product of its blast furnace, and its manufactured iron, not alone supplying, in a measure, the home demand, but largely exported to San Francisco, and reversing the current of trade in that channel; to the output of her flouring mills finding a market in Liverpool; to manufactures of furniture, boots and shoes; and in short extending into no less than 50 different industrial pursuits. But Portland does not, with mistaken zeal, point to enormous real estate transfers as an evidence of growth, nor will a visitor here see anything to make excitement look like prosperity. Portland's real estate is owned not merely carried. Never in this city's transition from the country trading post of a few years ago, to the railroad center of the Pacific coast to-day, has there manifested itself here the slightest tinge of a real estate "boom." Even railroad schemes could not inflate her real property into an unsafe investment, nor the explosion and collapse that followed the driving of the last gold spike, halt her steady and substantial progress. Real estate is, to-day in Portland, what it has always been, an absolute security, and a judicious and paying investment. The substantiality of growth here



STREET SCENE—PORTLAND.

is seen in a compactly and elegantly built business portion, in which every block and structure is occupied, and a residence section adorned and beautified with all the finish of the most attractive eastern city. Five hundred buildings now in process of construction, give some idea of a city from which

**J. K. GILL & CO.,**  
Wholesale and Retail  
**BOOKSELLERS AND STATIONERS,**  
Portland, Oregon

73 AND 75 FIRST STREET. - - - CORNER OF OAK.

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We carry a complete stock of  
**SCHOOL AND COLLEGE TEXT BOOKS**

Used in Oregon, Washington and Idaho.

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Bankers' Cases,	Christmas and
Fine Leather Goods.	New Year Cards.
Diaries,	Fine Writing Papers
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"Chinook" Jargon.**

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Pencils, Graves' Patent Indexes, Scotch Linen Ledger  
Papers, Mount Hood Writing Papers, Columbia  
Envelopes, "Oxford" and "Bagster's"  
Teacher's Bibles,*

*Holman's Family Bibles, McDonald's Stylograph Books, Etc.*

**Tourists will find on sale Guide Books, Photographs, Histories, Travels, etc.,  
pertaining to Oregon, Washington, Alaska, and the Northwest.**

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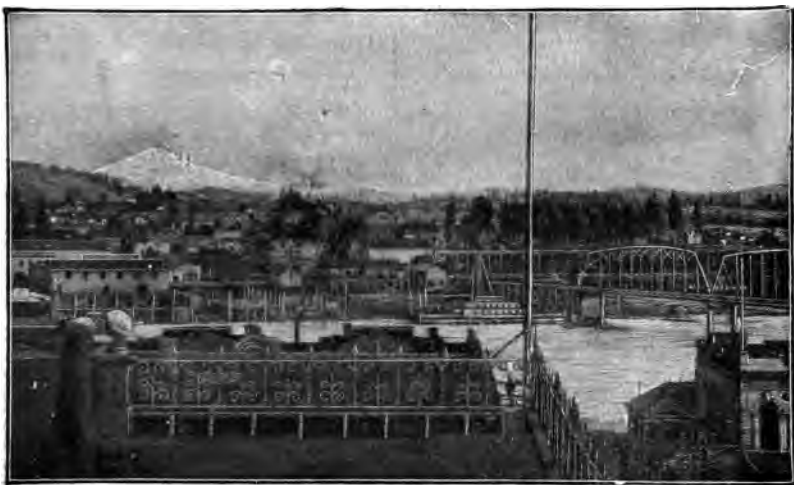
*Special Attention Given to Tourists.*

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**Ask for "Gill's Book Store," 73 First Street.**

the forces sprang to develop this country, and in which are reflected now the fruits of that development in

**PORTLAND AND ITS SUBURBS**, which have become no less attractive as a place of residence, than the sea and inland marine, and great railroad systems have rendered them as a commercial metropolis. The city itself lies on the west bank of the Willamette, with the gentlest slope that could exist to give perfect drainage, without the slightest barrier to street portage and heavy teaming. The thickly occupied business center comprises several streets, parallel with the river, all paved with granite blocks. Some 6 streets back begins the residence portion, beautiful and very attractive in appearance. Squares are small and many are occupied by but 2 homes while not infrequently by one. Here the streets are all macadamized, and trees, shrubs and flowers form continuous avenues of picturesque verdancy. One may travel far only to conclude that for a city with agreeable conditions, cheerful aspect, and great natural beauty and grandeur of scenery, the continent cannot present one to surpass this. Something like a mile back from the river, the rise be-



MT. HOOD, SEEN FROM THE CITY, OVERLOOKING EAST PORTLAND.

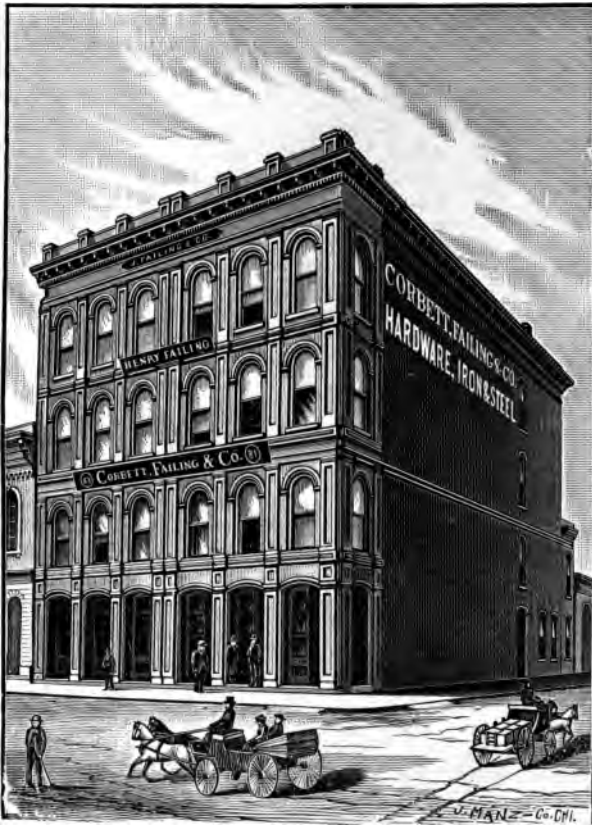
comes more decided, reaching into heights of 1000 feet, to the summits of which residences are climbing. From here the prospect is inspiring. The winding rivers, the perpetually snow capped peaks of Hood, Rainier, Adams, St. Helens and Jefferson, sparkling in their setting of eternal green, beggar description. What wealth of means displayed in art may yet do to beautify such a wealth of landscape is only intimated by the improvements and building now progressing. The city is furnished with gas and arc and incandescent lights. It owns its own waterworks and some 35 miles of mains, amply supplying the demand everywhere, and furnishing a well organized paid fire

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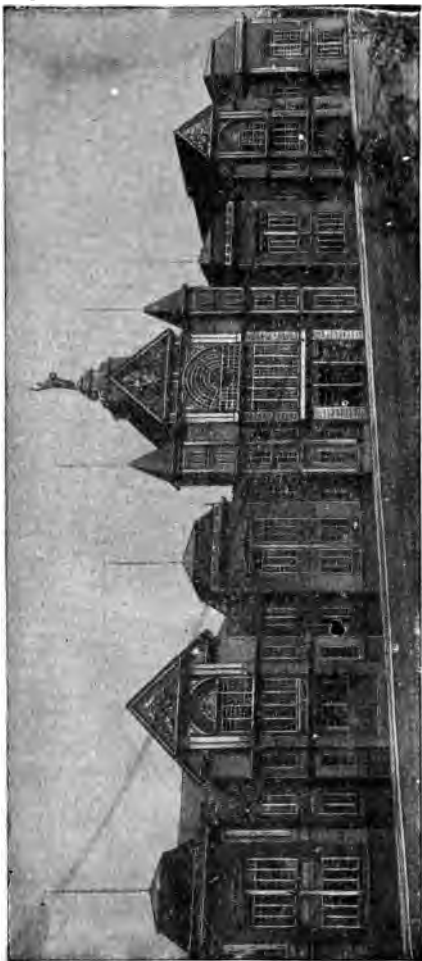
## Hardware, Iron and Steel,

AGENTS FOR DUPONT'S GUN POWDER.

Nos. 81 and 83 Front Street, PORTLAND, OR.



department with unlimited quantity of water for any emergency. Four lines of street railway accommodate travel in all directions; and 3 electric motor roads are in process of construction to distant points over which the city is expanding. A cable line traverses the streets and extends up the heights,



NORTH PACIFIC INDUSTRIAL EXPOSITION BUILDING.

and is to be built some 2 miles beyond. In addition to the hotels, now always crowded, a magnificent new one approaches completion. This, built in the form of the letter **H** and without an inside room, has, in its admirable architecture, no equal upon the coast. Many public buildings—handsome modern structures—adorn the city. Among these are the Post Office, 3 fine large Hospitals, the High School, the First Regiment Armory, the 2 Medical Colleges and the North Pacific Industrial Association building. This is the largest on the Pacific coast. A great Opera House will soon be finished at a cost of nearly \$700,000; and a new Public Library building, for the erection of which nearly \$100,000 is already provided, will soon adorn another square. There are over 38 church edifices of all the numerous denominations, a Masonic Temple, and a Tabernacle. The free public schools are the pride of Portland, and are founded upon a basis and conducted upon a system complete and admirable. The educational institutions in addition to these are the Bishop Scott Academy for boys, and St. Helens Hall for girls, under the Episcopal Church management. The Roman Catholics have founded St. Mich-

ael's College and St. Mary's Academy for boys and girls respectively. The International Academy is a Reformed Church institution. There are besides 2 Business Colleges, and the Law Department of the State University. In educational advantages this city compares favorably with any of the east. The

# THE PORTLAND.



FRONTING ON POST OFFICE SQUARE.

**T**HE novel architectural design of this magnificent new edifice affords an interior of peculiar beauty which for convenience and comfort of patrons cannot be surpassed. Occupying a full square between Sixth, Seventh, Morrison and Yamhill Streets each side is a front. The view from every room is a pleasing expanse and looking from the north and east fronts the snow crowned peaks are all in sight. No rooms open upon inside courts or well holes and every part is free from kitchen odors and noise. Permanent exterior fire escapes afford easy and quick egress from all sides. It is newly, elaborately and elegantly furnished throughout, and has every modern appliance that safety could demand and comfort and luxury suggest.

*Rooms single or en suite on either American or European plan.*

*Ladies' Public Restaurant and Gentlemen's Cafe on office floor.*

CHAS. E. LELAND,      -      -      -      Manager.

Portland Public Library has upon its shelves over 15,000 volumes, and subscribes to over 200 periodicals. The High School Library contains 600 volumes, and each of the Public Schools has one of minor proportions. Society is formed and set in strict conformity to refined social and moral observances. The daily press is progressive and clean, and literature, art, and music are cultivated and enjoyed by its people in whom a general air of refinement is observable. It is hardly possible to regard Portland as separated from its suburbs, East Portland and Albina, 2 busy, prosperous cities which lie adjoining each other on the opposite side of the river, where they have grown out of the population, industrial pursuits, and railroads, which Portland's position invited. United by 2 bridges and 5 ferries, they are not generally regarded as more than one city, which in reality all are.



MEDICAL COLLEGE, WILLAMETTE UNIVERSITY.

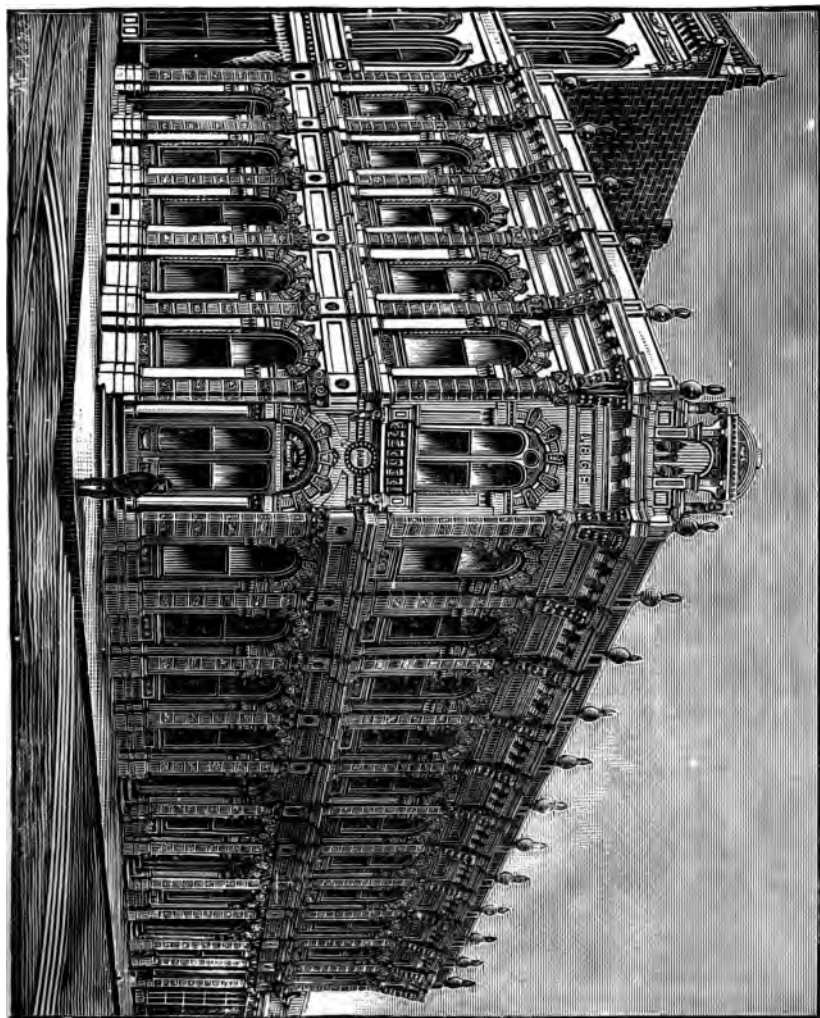
East Portland and Albina have separate organizations in their city government alone. In all other respects the whole is Portland quite as closely connected as the south, north and west side river divisions of Chicago. Mills, shops, factories, commerce and residences are owned and operated between the 3 cities inseparably. One horse railroad runs over the bridge and through the streets of East Portland. Three steam motor lines are rapidly building up the peninsula formed by the Willamette and Columbia rivers; two of these reach out to Mount Tabor, a beautiful building eminence, and one connects with a ferry across the Columbia to Vancouver. At Albina are all the great grain warehouses and elevators, coal bunkers, and dry docks of the O. R. & N. There, too, the Northern Pacific Terminal Company, composed of a combined interest of the Oregon



POST OFFICE.

LADD & TILTON,  
TRANSACTION A GENERAL BANKING BUSINESS.

*Interest on time deposits. Collections made at all points on favorable terms.*



BANKING HOUSE OF LADD & TILTON, PORTLAND, OREGON,  
COR. FIRST AND STARK STREETS.

LETTERS OF CREDIT issued, available in Europe and the Eastern States,  
SIGHT EXCHANGE AND TELEGRAPHIC TRANSFERS sold on New York, Washington, Chicago, St.  
Louis, Denver, Omaha, San Francisco and various points in Oregon, Washington Idaho Montana  
and British Columbia.

EXCHANGE sold on London, Paris, Berlin, Frankfort and Hong Kong.

Railway and Navigation, Oregon and California, Northern Pacific and Southern Pacific companies have every facility of foundry, engine houses and machine shops, in a plant of over \$500,000, thoroughly equipped and giving employment to a great force of mechanics and laborers. An electric motor



GOOD SAMARITAN HOSPITAL.

line leaves Portland over the bridge of the O. R. & N., and affords quick transit through Albina to a pleasant residence portion. Flouring mills, and other industries invest the city with great importance as a place of manufacture. In these two cities the rapidity of Portland's growth becomes most apparent; for here are not alone the industries that attest prosperity, but



ST. VINCENT'S HOSPITAL.

here are the homes of that industrial class which make a city prosperous. A city of enormous proportions is growing here steadily, quietly, but so rapidly that every month makes an astonishing record of increase. Property is relatively low here, and there is opportunity for the great middle class, so

# IRVINGTON.

A BEAUTIFUL SUBURB TO THE CITY OF PORTLAND,  
OREGON.

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CONNECTED BY ELECTRIC CARS.

TEN MINUTES RIDE.

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Located on High Level Ground.

Pure Water for Household Purposes.

Ample Supply for Fire Department.

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*Will be on the Market May 1, '90.*

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C. H. PRESCOTT, *Trustee,*

A. L. MAXWELL, *Agent,*

THEO. WYGANT, *Secretary.*

Office, Hotel Portland.

PORTLAND, OREGON.

important to the growth of every city, to own their homes and share the risk and wealth to which they contribute. If in this direction Portland has un-



FIRST REGIMENT ARMORY—PORTLAND.

limited chance to grow, she has too, at one of the gateways of the city a **WATER POWER** as a means of manufacturing cheaply, to stimulate and support that growth to a degree difficult to comprehend. Stop to estimate what the advantages of a great available water power are to a city situated as Portland is. Twelve miles up the Willamette river at Oregon City lies a beautiful basin of water supplying uninterruptedly more than 200,000 horse



BASIN AND MILLS—OREGON CITY.

power. Contrast this with a power derived from steam. It is applied for use without delay, as quickly and easily as a water faucet is turned on; it is furnished without costly furnaces, boilers or machinery; it runs without expense of firemen, engineers or fuel; it is free from smoke, dust or dirt; it is not

ended with danger of explosion; and it decreases the chances of loss and destruction by fire in the same ratio that steam increases such liability. It is applicable, in all its simplicity, to every kind of manufacture, to motors and illumination. It could perform a service equal to all the locomotives of the New York Central or Pennsylvania Railroad lines at one time, strained to their utmost capacity. It could propel the cable railroads of San Francisco at an expense of \$100 per day. It could exert as much force and furnish as much power as is permanently utilized in manufacturing in the whole state of Illinois. It lies closer to Portland than the two great manufacturing cities South Chicago and Pullman do to Chicago. From the factories, the mills, and the furnaces prosperous and busy there, without one single item of material existing naturally at hand for their employment, turn to Oregon City and see the opportunities for mills and factories extending along the whole river to Portland, immediately surrounded by unmatched resources of timber, wool, hides, wheat, flax and pulp, as a few materials for manufacture; and one bed



BLAST FURNACE, OREGON IRON AND STEEL CO.

of easily mined iron ore upon which, as it extends for 50 miles continuously to the Columbia river, is set a blast furnace turning out its product for employment in every branch of manufacture; and in all these recognize the possibilities in

**PORTLAND'S FUTURE.** To comprehend something of this add to the immensity, the diversity and wealth of resources, which a tour of Oregon and Washington has uncovered, this means for their utilization and manufacture,



in connection with water and railroad facilities for supply and distribution. It is by a comparison with a great city like Chicago, in its tributary country, unlimited resources, waterway facilities, and railroad connections that Portland's future is even vaguely reflected; and those who may think that in tracing that future the comparison has been too strongly put, or that we have played too free with Chicago's past, we invite a retrospect to the time when that city's tributary country, containing now some 10 to 12 millions of people, had but the population of Oregon and Washington—700,000. Recall how far that country then was behind Portland's territory in its finish, healthfulness, and comfortable surroundings, as a place of residence; how few, comparatively, were its facilities for commerce and manufactures; how much more difficult of attainment was its success in agriculture; and how inferior all its inducements were to the farmer and stock raiser; the manufacturer, mechanic and miner; and the mariner, merchant and capitalist, to invite a population, upon which a prosperous future depends. Within the limits of the Pacific Northwest, comprising nearly 200,000 square miles of territory there is an absence of nothing desirable. The fertility of its extensive arable lands, measured by its production compared to population, places it far ahead of any region on the continent. In its resources of natural wealth—timber, coal, iron, precious metals, and all other serviceable minerals—it is practically inexhaustible. As a field for the manufacturer and mechanic it is as rich in opportunities as it has proved to be to the capitalist in the resources, which are the foundation of his wealth. Its lands awaiting occupancy and cultivation, both wild and improved, offer to millions of immigrants, with much or little money, agreeable, pleasant and prosperous homes, where success in agriculture is a certainty without grinding toil; and where privations from severity or unhealthy conditions of climate do not render life an unending struggle. For the commonest laborer, everywhere within its borders, there is always employment at rates of wages, which afford comforts and conveniences of living not within his means in most places in the east; and avenues to advancement are open, through which he may rise out of his mean estate, which there are crowded or closed. Such is the Pacific Northwest, which has reared and nourished Portland in prosperity, and which is building up a circuit of cities in the center of which it is established as the metropolis, with the certainty of a future scarcely comprehended, but before many years to be seen in its mills and factories dotting the shores of the Willamette river to Oregon City, and a population surrounding its loftiest hills on the west, and crowding the peninsula, across the river, on the east and north to the Columbia, which we shall see bridged to a connection with Vancouver, Washington.

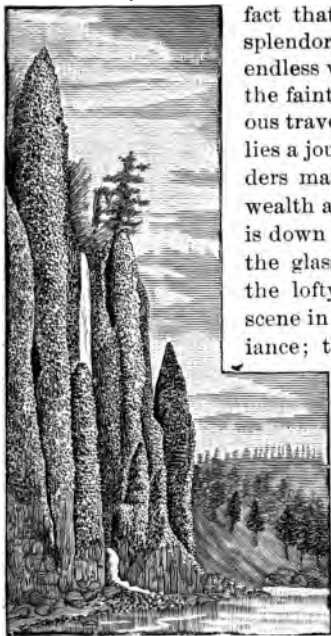
[ADVERTISEMENT.]

CAREFUL study of the development of the Pacific Northwest demonstrates its substantial growth. The steady founding and building up of cities and the constant increase and output of productions in all branches of industrial pursuits are results in Oregon and Washington not experiments. Their activity is not the excitement of a scramble for land; their increase of settlement is not the search of adventurers for an Utopia; nor is their improvement the result of mere influx of lavish money. The cultivation of fertile lands; the appropriation of immense forests; and the uncovering of vast mineral deposits are the processes which, engaging the attention of the people and attracting settlers, are founding and building the cities and swelling the commerce of the Pacific Northwest. Oregon and Washington make the first exhibit on the Pacific Coast of flattering results from a purely industrial development. The opportunities of such a region, occupied to-day by less than five individuals to the square mile, and with fifteen independent and branch lines of railroad under construction point to a future difficult to comprehend and impossible to over estimate. To know but a little of where to buy and what to buy in these states assures successful investment. For great or small capital there are inviting opportunities to invest for quick speculative turns; to invest for sure enhancement of values by steady development; to invest for large legitimate earnings from immediate rentals; and to invest permanently for rich and enormous legacies for the future. Such commissions will be carefully executed by this agency in either state.

Correspondence solicited and information imparted based upon familiarity with every section of the Pacific Northwest, and acquaintance with the peculiar advantages that naturally or by development attach to each locality. Address C. N. MILLER, Agent for Non-Resident Investors, 83 First Street, Portland, Oregon.

## Over the Lines of the O. R. & N.

**THE TRAVELER AND TOURIST**, who fortunately finds himself in the vicinity of Portland, need not be long in assuring himself of the fact that he is in the center of a region of scenic splendors, interesting objects of sublime beauty, and endless variety of entertainment, of which he has not the faintest conception if he arrives here by continuous travel. From this city up the Willamette river lies a journey which charming landscape scenery renders matchless as a panoramic view of agricultural wealth and beauty. Another, in a different direction, is down the Columbia on the way to the Pacific. Here the glassy sheen of the river's broad surface mirrors the lofty timbered hills in double verdancy. The scene in Spring and early Summer is of tropical luxuriance; the air pervaded with delicious odors; and the



CAPE HORN, COLUMBIA RIVER.

warmth of coloring, from the faintest and freshest tints at the water's edge to the darkest green of the towering firs, is exquisite. But the grand tour, which repays a journey across the continent to accomplish, is that of the middle and upper Columbia from Portland to The Dalles. From the time the steamer leaves the wharf at Portland the scene is of uninterrupted magnificent display and terrible grandeur. In quick succession points of wonderful interest, absorbing beauty or dreadful aspect "come like truth and disappear like dreams." In the wildest flights of poetic fancy ancient Homer, or Byron later, never, in the wanderings of a hero over a continent, pictured such a journey. Nor did ever Dante, with morbid affectation, assay to drag a despairing victim through more dismal caverns of gloom. Passing from the Willamette into the Columbia five snow covered peaks lift their dazzling crests in view. As you pass the islands in the river and the inviting shore of Clarke County Mt. Hood for hours sparkles in the foreground. On you go through towering hills and wooded cliffs, by rugged crags and great chasms to where the river's walls rise 3000 feet in height and down which, in foaming cataracts, the melting snows of the mountains pour their waters into the clear Columbia. Here the immensity of surrounding mountains dwarfs peculiar points of interest from things of grandeur to modest beauty. Rooster Rock 250 feet high looks no larger in its deep setting than a graveyard monolith. The

**TOURIST TRAVELERS** who make the overland trip to the Pacific Coast for pleasure, recreation and sight-seeing too often learn, only at the end of the journey, that half of the advertised wonders and

spraying cataract of Multnomah Falls, with a drop of 800 feet, is robbed of three-quarters of the distance by the walls which rise 1500 feet above where it makes its first plunge. Castle Rock stands aloof, a great cone, looking like a



COLUMBIA RIVER STEAMER.

temple which might occupy only a whole city square. But it has over 850 feet clear rise. Jay Cooke, who owns the rock, pays taxes on the 14 acres which its base covers. Cape Horn only retains the individuality of its grandeur as you pass close beside and underneath its perpendicular spires of 285

feet, which rise into a promontory at an elevation 1100 feet higher. The mountains shut out all other prospect at the lower, but from the portage railroad the wild exciting beauty of the upper Cascades is soon revealed. Here where the mountains tottered, and reeled unheededly away, the great river is lost in foaming rapids over angry rocks. The freshets from melting snows in Summer often cover these sufficiently to carry a river steamer down the stream. Last year a boat of the O. R. & N. made the passage safely—6 miles—in just 8 minutes. The scenery in every direction is of entrancing, fascinating beauty. For a moment entertain conjecture of the force, now spent, that

once prevailed to produce all this. In imagination rear again, by volcanic force, these mountains in one unbroken chain from Adams south to Hood; and behind this reconstructed barrier of rock, dam these waters till a sea 4000 feet or more in depth and covering 200,000 square miles reaches east, over Idaho, to where the mountain tops skirt it as a shore. Now make a fissure in this dam, and, as you do it, recall the calamity at Johnstown; you know what 3 miles of water 100 feet in depth did there in a few hours; try to comprehend the erosion that has taken place here,



MAIN SALOON—COLUMBIA RIVER STEAMER.

*beauties to be seen along the line are passed in the night. This is unavoidable by any route which has but a single daily train each way. The Union Pacific Overland Route is the only line maintaining two daily passenger express trains each way, which enable holders of unlimited*

in as many centuries, by a volume of water multiplied many thousand times: and when you fail to comprehend it, as you will, embark on the upper river boat, and for hours pass through the awful evidences of it, where the river's perpendicular rocky walls are cut, through strata after strata, as with a knife. Dismal to weariness, and appalling at times, the suggestive features of the journey here are quite as absorbing as the greater beauties of the river below. Hood River is a delightful spot on the right bank, and is to the eye now grateful beyond expression. Touring parties to make the ascent of Mt. Hood prepare their outfit here. By stage it is 25 miles to the base of the mountain. Further up the river on the left is Memaloose Isle, an Indian burial place. Here on this dreary "Isle of the Dead" is a solitary white marble monument. To catch the genius of the place the traveler needs no sign like this. It marks the spot where Victor Trevitt, a pioneer and favorite of the Chinooks, is sepulchred with his friends. If in life he was to fortune, in death he is not to fame unknown; for time "the beautifier of the dead and adorer of the ruin" glosses, in frequent repetition, his story, with which the river captains make the day less long. You have reached The Dalles. Make no haste to leave. Stay and see the beautiful country to-morrow from the lofty hills back of the city, and it will add greatly to the impressiveness of your river tour. Besides there is, beginning some 3 miles above the city, another impassable barrier where the Columbia flows through a narrow gorge, between perpendicular slabs of solid rock, pinching the river down to a width of 130 feet. You can throw a stone to the Washington shore. Held by this barrier the river, in a spring freshet, has been known to rise 126 feet. This, the Dalles, from which the city takes its name, is a wonder as great as any you have seen. If you return to Portland after this, retracing your tour on the river, you will realize how little you saw and comprehended on your first trip.

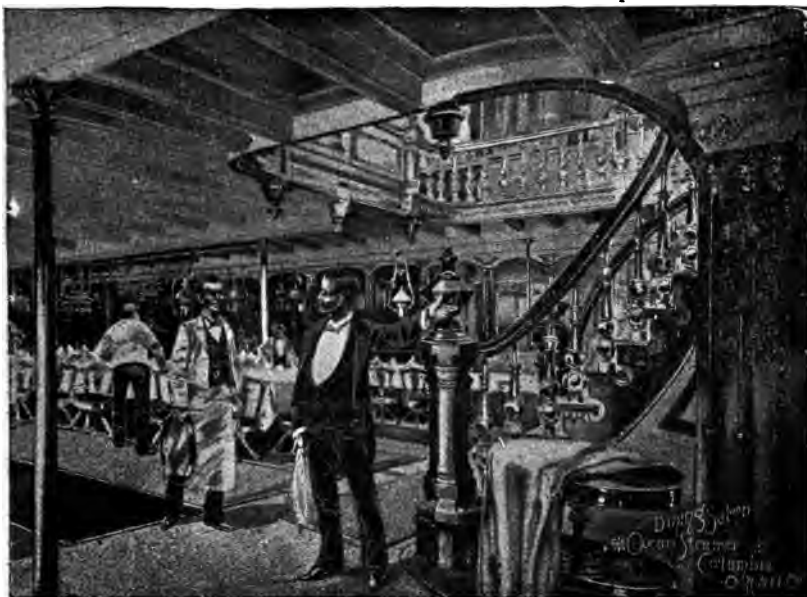
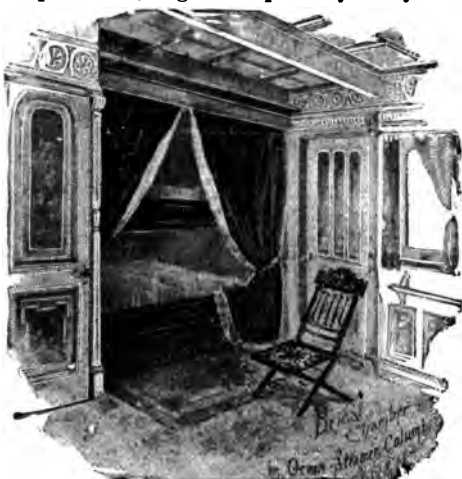
**THE RIVER STEAMERS** of the O. R. & N. offer by far the best presentation of these spectacular tours, and afford the traveler an opportunity to behold them from a point of observation which gives the most enduring impression of their beauty. Boats leave every morning for the upper Willamette—Salem, Albany and Corvallis, 114 miles—and for Oregon City—12 miles—at other times through the day. On the lower Columbia route, which is between Portland and Astoria—98 miles,—elegant and fast day and night boats make regular trips each way, connecting during the Summer season for Clatsop Beach, Ilwaco, Sea View, and Shoal Water Bay. A steamer leaves Portland every morning at 6 o'clock for the connecting tour of the middle and upper Columbia. This is from Portland to the lower Cascades—60 miles—thence by a narrow gauge portage railroad—6 miles—to the upper Cascades, where travel is resumed by boat—40 miles—to The Dalles. Excellent meals—50 cents each—are regularly served on all boats. Berths and staterooms may be had for 50 cents to \$1.50 and may be occupied the night before leaving by those wishing to avoid an early rise.

**THE OCEAN STEAMERS** of the O. R. & N. plying between Portland and

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*Tickets to make the whole transcontinental tour in daylight. Night stops at different cities and points of interest and a resumption of travel at any subsequent time on morning trains can be made without the sacrifice of luxury or comfort. Even holders of limited and second-*

San Francisco are 3—the Columbia, Oregon, and State of California. These are all first-class large iron steamships making regular trips every 4 days between the two cities stopping at Astoria *en route*. Swift, safe, elegant and luxurious, being new and modern built, with every appliance for the convenience and comfort of patrons, they render this one of the most delightful short sea voyages—650 miles in 54 hours—it is ever the good fortune of the traveler to enjoy. The staterooms are commodious and complete; heated by steam and lighted by electricity. On each is a smoking and card room for gentlemen, and a large social hall contains a library and piano. The table is supplied with every luxury, and the meals served are breakfast, lunch and 5 o'clock dinner. The time occupied is but a few



hours more than by railroad travel to reach the same destination, and, aside class tickets can enjoy this privilege to some extent. Remember that it is only by this route possible to thus completely enjoy the gratification of the desires which prompt to so large a class the tour of the Pacific Coast. The value of this suggestion will only be known to thor-

from the invigorating effects of the voyage, this is spent in a continual change of the most picturesque and delightful scenery. Down the Columbia, over the bar, past Clatsop Beach and the Tillamook Light, always in sight of land and points of interest, the journey ends with the passage through the



TILLAMOOK LIGHTHOUSE.

beautiful Golden Gate. The Pacific is uniformly smooth, seldom occasioning discomfort even to the delicate voyager, and devoid of all danger. Passage rate, cabin and steerage, includes meals and all service, and is only half the expense by rail. The trip is one the tourist will be amply repaid in making, without other incentive than healthful change. A regular line of O. R. & N. ocean steamers leave Portland, one every 8 days, for British Columbia and all Puget Sound cities—Victoria, Whatcom, Port Townsend, Seattle and Tacoma. Steamer for Gray's Harbor, Hoquiam, Aberdeen, Cosmopolis and Montesano leaves Portland via Astoria every 3 days, connecting for Ilwaco, Sea View, and Shoal Water Bay. The tourist who wishes to combine an intelligent idea of the country with pleasant travel, will, if he has time, not fail to enter or leave the Sound country by this route. The completion of the railroad from Olympia to the Harbor cities makes this a delightful trip through a country difficult to match, in agricultural beauty, about Montesano.

**THE RAILROAD LINES** of the O. R. & N. form a system of 880 miles of road now in operation. The main line, first built, is from Portland along the south bank of the Columbia, affording the traveler a view of all the beauties of the river and its shore scenery, from an entirely new and different point of observation. This main line leaves the Columbia at Umatilla Junction and follows through the valley of the Umatilla river to Pendleton; then on through the Grande Ronde valley and Powder River valley to Huntington where it connects with the Oregon Short Line forming the Western Division of the Union Pacific "Overland Route" direct to Chicago and all eastern

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who consider it before selecting their route, and it appeals particularly to parties chartering *Pullman Cars*, and to whom a pleasure trip is wholly the object of travel.

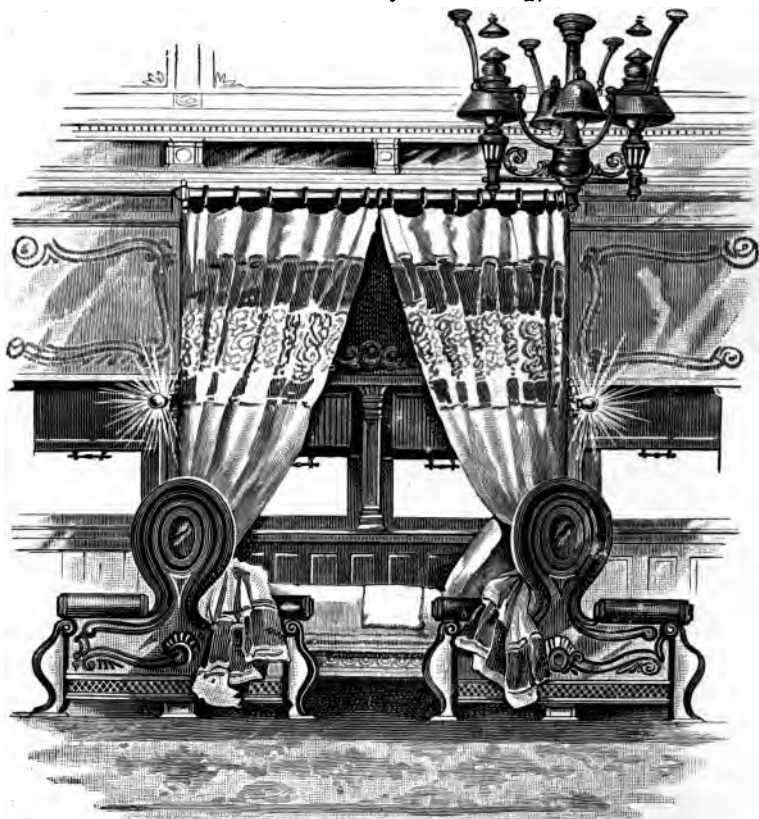
points without change or delay. Made up of first-class day passenger, Pullman Dining, Palace, and Tourist Sleeping coaches, and free Emigrant Sleeping cars, each is a solid vestibule train through to Chicago in 71 hours. This route is many miles shorter, and 35 hours quicker than any other between Portland and Chicago or St. Louis. At Pendleton, all trains connect with the Washington Division of the O. R. & N. to and from Spokane Falls—its terminus. Here too the traveler has the same equipment, and accommodation of Pullman Dining, Palace, and Tourist Sleeping coaches, and a free Emigrant Sleeping car attached to every train.

There are several branch lines all within the limits of the Inland Empire. These are from Willows Junction on the Columbia river to Heppner, Morrow county, 45 miles; from Umatilla Junction continuing along the Columbia river to Wallula and Walla Walla, Washington, 58 miles. On the Washington Division moving north the first is from Bolles Junction to Dayton, Columbia county, 13 miles; from Starbuck to Pomeroy, Garfield county, 30 miles; at Riparia on the Snake river, trains connect with a regular line of boats of the O. R. & N. for Lewiston, Idaho, and Asotin, 84 miles; from La Crosse Junction to Connell, Franklin county, 53 miles; and from Colfax to Moscow, Idaho, 28 miles. The tourist who limits himself to continuous travel over the main lines will leave with a very imperfect impression of this country. From its few large cities, only a partial conception can be formed. Entering the Inland Empire over the Union Pacific at Baker City he is in the center of a mining region, where a day's coaching in any direction will be a revelation to him. Here he may see herding, mining and farming in close relation, such as no other part of the continent presents them. Again in the Grande Ronde valley more advanced agriculture, and mountain and valley scenery, intensely picturesque and beautiful, are enchanting. A stage journey from La Grande



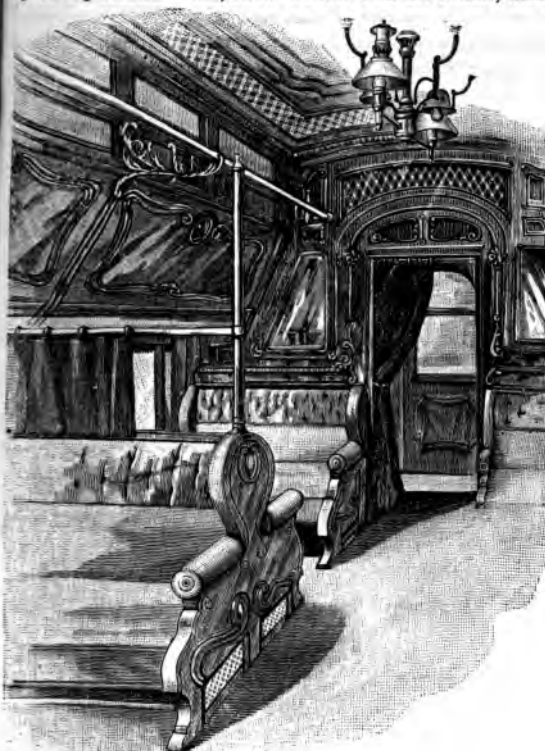


to Joseph in Wallowa county is worth a week's time. The Blue mountains skirting all these valleys are of unmatched beauty and attraction; and the sportsman's opportunities for entertainment are only equalled by the profusion of table delicacies that may be captured. At Pendleton there are other scenes of interest, while the brook trout fishing is still a feature. A visit to the Umatilla Indian Reservation is very entertaining; for the mournful look-



ing lazy buck who lags superfluous; the ambi-dextrous manner in which he manages a gay colored blanket, which circumambiates his form; the abused squaw; the fat and mummy-wrapped papoose that seems never to cry; and the patient cayuse, are sights fast passing away. The Walla Walla valley, too, could entertain a stranger for a week at least, if charming scenery, prosperous agriculture, unstinted bounty in fruits, and trout fishing extraordinary constitute an inducement. North of this is the delightful billowy landscape of the

magnificent Palouse country where Dakota "bonanza farming" does not impoverish both land and people, but every small farm is a bonanza. And so up to Spokane Falls, into which run all roads; and where even the traveler



cannot be happy till he can point to something and say "this I own." But the reader knows already what a delightful tour the Puget Sound country affords. Up the Willamette Valley are entertainments unlimited. Southern Oregon is rich in everything to gratify; and all the stage tours there are indescribably charming. Most so are those over the Cascade mountains up to Crater Lake, and from Ashland to Linkville and Lakeview in Klamath and Lake counties. These stage tours offer most agreeable change from railroad travel; opportunities for pleasing study; and enjoyment of scenic beauty otherwise impossible. The

tourist who sees the Pacific Northwest from places of observation such as we have named, may learn that the real greatness of a country is not to be measured by the iniquities of the large cities alone.

**IN CONCLUSION** let us say: The reader of this book, if he does not find the support of all its assertions in the completeness with which the effort has been made to present them, need but turn to this Corporation, and in a brief statement of its condition, learn the true situation in Oregon and Washington. Inseparably connected with Portland from its earliest civic growth the O. R. & N. found its prosperity in the development of the Pacific Northwest, in which it assisted, and which it now reflects. Its 6 per cent. dividend earned over a system of 880 miles of railroad, and connecting lines of steamers on Stream, Sound and Sea, and all of them within the limits of an immense territory containing scarcely over 700,000 people is an instance and example

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without a parallel in the whole United States. Its striking contrast of comparison with other corporations operating under meagre or entirely suspended dividends, and too often through receivers in bankruptcy, while they traverse the most thickly settled portions of the east called "garden spots," gives all the testimony needed in support of our statements claiming this as a region of country of immense resources, and of an agricultural productiveness, which no other part of the United States can match. And further, in the well formulated plans of sagacious capitalists and far-seeing financiers, as they are now unfolding in the affairs of this corporation—attracting national attention as great and exciting events in the financial and commercial world—the reader will recognize but the forerunner of an awakening to the genuine worth and attractiveness of this country, that is soon to receive general acknowledgment from the influx of the masses. In the selection of Portland and, through her, the Pacific Northwest, by such men, as the objective point, and scene of operations of the greatest combined railroad system of the world, is the confirmation of every page of this book. Those who have perception to see quickly, and courage to act promptly, will follow in the direction in which such great enterprises point, and will have an immediate interest here. Not one of the 880 miles of track of this company, but leads to a successful settlement; and not a paddle wheel of its 40 boats propels in a direction, where prosperity and happiness cannot be met and enjoyed; and this, too, in an agreeable country, where the promises are kept, and seed time and harvest, Summer and Winter come in unfailing regularity, and where instead of the thorn has grown up the fir tree.



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HIGH SCHOOL BUILDING.—PORTLAND, OREGON.

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