

## FEATURES OF THE NEW NORTH-WEST.

### SOLVING THE INDIAN PROBLEM.

GENERAL MILES, who has probably had more experience in fighting Indians than any other officer of the army, believes that any wild tribe can be civilized up to the point of becoming self-supporting, in four or five years, if the right method is pursued. His success with the Cheyennes, who surrendered to him at Fort Keogh a few years ago, gives him the right to hold this opinion. The Cheyennes were savages, who had never come into any relation with the whites, other than that of hostility, until Miles conquered them. When they surrendered they showed a decided repugnance to going upon a reservation. They thought they could shift for themselves if they were not put in charge of an agent. General Miles sold all their ponies, except one or two to a lodge, and with the money bought cattle for them. He detailed a soldier who understood farming to teach them to raise crops. They went to work on the Fort Keogh military reservation. For about a year it was necessary to issue rations to them, but the allowance was steadily diminished, and finally stopped altogether. The Indians raised wheat, corn, and potatoes, made gardens, and soon had a surplus of vegetables, grain, and melons to sell. In the winter they hunted buffalo, and with the proceeds of the sale of the skins bought wagons and plows. They soon learned the value of money and became expert in barter. When I visited Fort Keogh last May nearly all of them had left the military reservation and gone up the Little Rosebud River, to open farms and build log-houses. They asked nothing from the Government except to be let alone. Their only apprehension was that they would be forced to submit to the agency system. To a suggestion that the Government would provide a school for the children, the chiefs replied that they would establish a school of their own if they had good crops this year, and that they would rather pay the expense themselves and not be dependent upon the Government. Yet these people were roaming the plains, clad in skins, three years ago,—as wild and warlike a tribe of painted savages as ever harassed the frontier. They were wise enough to know that the agency system meant demoralization and poverty, and to understand that by working, as they saw the white man work, they

could get for themselves the good things they saw the white man enjoy.

I saw a little of the Indians of British Columbia during a visit to Victoria. The authorities of that province never treated the Indian tribes as though they were independent nations, owning all the land they roamed over. No treaties were made with them. Small reservations were set apart for their homes, but no money annuities were paid them, and there was no effort to pauperize them by feeding and clothing them at the public expense. The result is that these Indians are not only self-sustaining, but contribute in no inconsiderable degree to the trade and wealth of the province. Last spring over \$50,000 was spent by Indians at the Victoria stores for clothing and groceries, from the proceeds of their winter catch of furs. Nor do they live wholly by hunting and fishing. I saw Indians unloading vessels, driving teams, and doing other kinds of labor. Many are at work on the Canada Pacific Railroad.

The universal opinion in the North-western territories is that the reservation and agency system is wholly vicious and ought to be abolished. The essence of this system is to make the Indian think the Government is afraid of him, and is eager to buy his friendship and furnish him with food and blankets to keep him from going on the war-path. This makes him an arrogant pauper who is ready to turn murderer on the smallest provocation. The Canadians and British Columbians always treated the Indian as if he had reason to fear them, not they him. They protected him in his rights as a human being, and told him that if he wanted food and clothes, he must work as they did.

### THE PUGET SOUND INDIANS.

IN the Puget Sound country the Indian question is settling itself by the rapid decrease of the tribes living on the shores of that beautiful inland sea. Old steam-boat captains who navigated the Sound thirty years ago say that its surface then swarmed with the canoes of the natives, and that the aboriginal population was not less than thirty thousand. Now it is probably not over six thousand. No tribes have been removed to the interior. All are still living upon little reservations fronting the tide-water, where they can fish and dig clams as of old. Nor have there

been wars to thin their numbers. Whisky, and the law of the survival of the fittest, is fast exterminating them. It is a crime to sell them intoxicating drink, and the Government maintains a penitentiary on an island near Steilacoom, chiefly for the confinement of men breaking the law in this respect; but the Indian manages to procure the means of getting drunk now and then in spite of the Revised Statutes. These Sound Indians are a mild, harmless folk, subsisting partly on fish and partly on the Government. They are not picturesque, like their kindred of the interior, because they have adopted civilized costume and wear such cheap, ill-fitting garments as they can get at the clothing stores. They look best when skimming along the water in their boats, which are dug out of tree-trunks, and are of uniform model, with graceful lines and a high, curving beak. Painted black, these swift little craft are not unlike a Venetian gondola. A whole family will paddle to a town in a canoe, with dried fish enough to subsist on for a few days, sleeping in the boat at night and hanging idly about the streets in the day-time, sitting motionless on the sidewalk for hours, like so many bundles of rags. The number of light-complexioned faces among the young folks is remarkable and significant.

#### CHINESE TRAITS.

THE Chinese question is as important in Oregon and Washington as in California. Of the 30,000 inhabitants of Portland, at least 5,000 are Chinamen. About the same proportion prevails in the smaller towns. Every town has its Chinese quarter. The yellow, pig-tailed people abound as far up the coast as Vancouver's Island and the villages of the British Columbian mainland. On the Canada Pacific Railroad about 5,000 are employed; on the Northern Pacific 4,000; on the Oregon Railway and the Navigation Company's road building along the Columbia River about 3,000; on the Oregon and California Railroad, now being extended southward into California, 4,000. Thus there are 16,000 Coolies engaged in railway work in the coast country north of California. When the roads are finished they will be thrown upon the general labor market. In California 25,000 were landed between Jan. 1 and Aug. 4, when the new Chinese law went into operation.

There is a mistaken notion in the East that the Chinese are always humble and submissive, and much put upon and abused by the whites of the Pacific coast. There was a time when the hoodlums of San Francisco maltreated the Asiatic immigrants shamefully, but that time has gone by. Now the Chinaman appears to be as secure in his rights of

person and property as anybody. Instead of being deferential and timid he is often pushing and insolent. He does not give way in the street. He hustles you as rudely as an English navy. A body of Chinese laborers marching down a narrow street will crowd ladies into the gutter. The Chinese merchants, doctors, and others belonging to the better classes, are as polite as Frenchmen, but the masses of the Chinese population on the Pacific coast are rude and brutal. The chief thing in their favor is their habit of personal cleanliness. The railroad laborers, who are the poorest and most ignorant class, wash themselves from head to foot at the end of each day's work. All classes are frequent customers of the barber, who gives minute attention to their heads, faces, ears, and necks.

Among the common laborers there is little sympathy for sick and injured comrades. If a man is likely to become a burden, the other members of his gang want to get rid of him as soon as possible. It is commonly believed by the white bosses on the railways that the Chinese doctors put sick men out of the way by poison when they think they cannot be speedily cured. A case was told me in Oregon of a Coolie railway laborer who had an arm broken. It was set by the company's doctor, and was doing well, but the man's comrades insisted on bringing a Chinese doctor to attend him. The doctor came from a distant camp and gave the patient a dose. In an hour the poor fellow was dead. In such cases there is no investigation; nobody cares that there is one Chinaman less. The death of a cart-horse is of much more consequence. One great difficulty the employers of Chinese labor have to contend with is the superstition of these queer people. Their religious worship consists chiefly in propitiating the malevolent spirits of the dead. If a Chinese domestic fancies there is a ghost in the house he departs at once, and leaves an inscription behind to warn his successors. It often happens that a family will be unable to keep a servant longer than a single day. Man after man will come and go without giving any reason for his abrupt departure. At last the warning sign is found in the kitchen or the servant's room and expunged; then there is no more trouble. Not long ago two Chinamen were killed in Oregon by the premature explosion of a blast on a new railway line. One of their fellow workmen declared that just before the explosion he saw two devils come to the opposite bank of the river and heard them talking. Thereupon the whole gang of forty men dropped work, and could not be induced, by threats or persuasions, to return to the spot. It was neces-

sary to send them to another part of the line, and bring on a fresh gang who had not heard of the occurrence.

It is commonly supposed in the East, that the Chinese make excellent servants. Some of them do, no doubt, but I met no housekeeper on the Pacific coast, who did not say she would greatly prefer a good, white woman, if one could be obtained, to the best Chinaman. As a rule, the Chinese domestic servants, while they do faithfully and in a machine-like way what they agree to do, and are shown how to do, are stubborn and disobliging if asked to go outside their regular day's routine of labor. They insist on having their evenings to themselves, and on leaving the house to smoke opium and gamble with their comrades in some dirty den. If, for any reason, breakfast is wanted at an earlier hour than common, the mistress must get it herself. The greatest trouble with them is, however, to teach them to show the same deference to the mistress of the house that they show to the master. They despise women as a lower order of beings, and cannot understand, until they have been some time in this country, how a woman can rightfully have authority in a household. The only reason the Chinese are valued as house-servants on the Pacific coast is because white service is scarce and very bad. Knowing that they can always get situations, the few white women who go out to serve are, as a rule, arrogant, lazy, and incompetent.

#### FRONTIER MANNERS.

THERE is an amusing amount of self-assertion in the manners of the frontier people. When you are introduced to a man, after giving you a cordial hand-grip, he pushes his hat back on his head, thrusts his hands into his pockets and throws his body back from the hips, in a swaggering way. He is far from meaning anything offensive. It is the custom of the country for every man to behave as if he were a tremendous fellow, and were determined the world should estimate him up to his full value. An introduction is almost invariably followed by an invitation to drink. The saloons are the social clubs and business exchanges of the male population. In them the lawyer meets his client, and the merchant his customer. Usually, there are two or three gaming-tables in the saloon, and the click of the ivory chips mingles with the clinking of glasses, and the din of many voices. Women are treated with great respect, if they are respectable, and with none at all if they are not. Not long ago, a timid lady from the East, on her way to join her husband, a government engineer officer, on getting out of a stage-coach, at the door of a hotel, in Southern

Oregon, was met by the stout French woman who managed the establishment, with this greeting: "Are you a decent woman, madam? If you are, you can come in; if not, you can't stop at my house."

Frontier towns swarm with dissolute creatures who drink at the bars and mingle with the men in the gaming-houses, betting recklessly at faro and keno. In one town, I heard a leading citizen openly defend the tolerance shown them by the authorities. He said they brought money to the place, and made trade good. Most men, in the new settlements, are known to their acquaintances by their first name, or by some droll nickname. Listening to a conversation between two examiners in Montana, both now prosperous men, about old times and acquaintances, I heard them speak of "Shirt-collar Bill," "Yeast-powder Joe," "Sour-dough Jim," "Six-toed Pete," and "Snapping Andy."

As a rule, however, the traveler from the East is more frequently surprised by the comforts and good manners encountered on the far frontier, than by rudeness and bad manners. People who live in cabins will go to an extravagant outlay of money to bring, over hundreds of miles of mountain roads, some articles of taste to remind them of their former homes in the East: an upholstered chair, perhaps a carpet, an engraving, or even a piano. I found pianos, carpets, and pictures in little log-houses in Montana far distant from any town. Often the grade of intelligence and culture of the inhabitants would be equal to that of the best class of country people in New England or New York. They like to show that it is possible to cultivate the graces of life in the wilderness as well as in cities. In Western Oregon and Washington, where civilization has had thirty years growth, manners and modes of living come pretty well up to Eastern standards. Indeed there is not enough newness and roughness for picturesque effects; save for a certain breezy frankness of manner and a little carelessness in dress, and a more hearty tone in conversation, you remark no special Western stamp in the people. Such towns as Olympia, on Puget Sound, and Salem, Albany, and Corvallis in the Willamette Valley, might almost have been transported bodily from Ohio or Northern Illinois.

The first harbinger of civilization in all the vast interior between Eastern Dakota and the settled country on the Pacific coast, is the saloon. It does not follow population; it takes the lead. If there is any reason to suppose that settlers will go into any distant and isolated section a year hence, you will find the whisky seller already on the ground

with his tent or his "shack," patiently waiting for customers. In mining camps, on bare and desolate cattle-ranges, at river fords, where a few horsemen or a mule team may cross, now and then, and on lonely forest trails, traversed only by prospectors and Indians, the man of decanters and bottles has established himself. Usually his only stock in trade is a barrel of whiskey and a few pounds of sugar, but if he be convenient to wagon transportation, he will have bottled beer. The consumption of beer in the camps of the railway builders is enormous. At Bismarck I saw an entire freight train of thirty cars laden with bottled beer from a Chicago brewery, bound for the town nearest the end of track. The chief engineer of the construction force said that an average of one bottle for every tie laid was consumed, and that the tie and the beer cost the same—fifty cents. Thus the workmen pay as much for their drink as the company for one of the important elements of railway construction.

#### NEWSPAPERS.

THE fecundity of the Far North-west in newspapers is remarkable. Towns which, in the Middle or older Western States, would barely sustain a weekly, have one or two dailies, and mere hamlets of two or three hundred inhabitants support a weekly to trumpet their advantages and aspirations. The proportion of newspapers to population in Oregon and Washington must be twice or three times as great as in Iowa or Illinois. As the town precedes the country in the development of this region, the papers must mainly subsist on such patronage as can be obtained within gunshot of their offices. The four dailies of Walla Walla, for example, depend upon a town which, in the East, would perhaps sustain two or three weeklies; but there are no tributary villages, the surrounding country being an immense wheat-field, with three or four families to a square mile of territory. The three dailies of Seattle depend upon a lumber town of perhaps 6,000 inhabitants with a wilderness on one side and the water on the other. The daily at Port Townsend is supported by a population not exceeding 2,500, including Indians and Chinese. The fact that newspapers live in such small communities argues a great deal of enterprise and liberality on the part of the people and a pretty high average of intelligence.

The general news field of the Pacific North-west is monopolized by a single rich and prosperous newspaper, the "Portland Oregonian," which controls the associated press dispatches and sells them in condensed form to small dailies in the interior and on the

Sound. There is no parallel case in the United States of a single newspaper having an absolute monopoly of so large a field of circulation, which is about 1,000 miles square.

An affectation of odd and original names prevails among the journals of the Far West. For instance: The "Lewiston Teller," the "Salem Daily Talk," the "Reese River Reveille," the "Pinal Drill," the "Las Vegas Optic," the "Colton Semi-Tropic," the "Calico Print," published in the new mining town of Calico, and the "Tombstone Epitaph" of the town of Tombstone, Arizona.

#### NORTH-WESTERN RIVERS.

THE rivers of the Pacific North-west are, in many instances, badly named. The Columbia should have been allowed to keep the old name of the Oregon; but, once called the Columbia, the name should have been applied to the longer branch of the stream, which flows wholly in United States Territory, instead of to the shorter branch, which heads in British America. The longer branch, called Clark's Fork in its lower course, is one of the most picturesque streams on the continent. Its dignity is diminished by its bearing at different points of its course no fewer than five names. First it is Clark's Fork—a clumsy appellation; above Pend d'Oreille Lake it is locally called the Pend d'Oreille River, as far up as the mouth of the Flat Head River; further up it bears the soft, musical name of the Missoula; still further, above the mouth of the Bitter Root, it is called the Hell Gate, from the savage gorge through which it flows, and finally, in South-western Montana, where it heads, it is called the Deer Lodge. As it seems now to be too late to call the entire stream the Columbia, would it not be well for Congress to christen it the Missoula? If an effort is made to abolish the confusing local names given to this noble stream, the Snake River, once called Lewis's Fork of the Columbia, might, at the same time, be given its Indian name of Shoshone, or be called Lewis River. It is a powerful stream, navigable for two hundred miles and draining an immense area of country. Its present name is detestable. The original Indian names for the smaller streams have very generally been retained. Some of them are pretty and melodious, like the Willamette, the Alsea, the Palouse, the Pataha, the Kalama, the Chehalis, and the Nesal. Some are barbarous and jaw-breaking, like the Stiglamish, the Swinomish, the Cathlapootle, the Skagit, the Ya Chats, the Hy-as-kna-ha-laos, the Wenatchapam, and the Hum-tu-lups. The old resident rolls these names off his tongue with evident enjoyment.

## QUEER NAMES.

IN Oregon and Washington are many queer names of towns and streams that testify in some cases to the quaint fancy of the early settlers, and, in others, to a blunt, rude realism still displayed in mining camps. In the Willamette Valley you can pass through the hamlet of Needy, and a few miles further on arrive at Glad Tidings, and then, in ten miles more, reach Sublimity. On Puget Sound are two neighboring logging-camp towns, one called Arcadia and the other Hardscrabble. In neither of them does life appear to be Arcadian, and Hardscrabble is quite as attractive or unattractive as its neighbor with the poetic name.

A southern Oregon settlement, where the early gold-seekers met with disappointment, was called Humbug, and the name sticks to it to this day. Not far off are Louse Creek, Whiskytown, and Jump-off-Joe Creek, the latter named on account of an adventure of old General Joe Lane, who fought the Indians in that region. In Eastern Washington a railway station is called Eltopia—a euphemism for the Hell-to-Pay of the first settlers.

## RAILWAY LINES.

IN all parts of the Far West railway enterprise runs in advance of population. Powerful companies, backed by eastern or foreign capital, carefully survey the unsettled regions, sending out parties of experts to study the character of the soil, the grasses, the mineral deposits, and the timber, and report on the probable traffic to be had when settlers come in. The companies know that settlers will follow the new road and occupy a broad band of country on either side of it. A given population will afford a given amount of freight and passenger business; thus the problem is as simple as a sum in arithmetic, provided excessive competition does not lead to the construction of too many roads. Eastern Dakota is already well supplied with rail transportation, and the enormous wheat crop of that region is promptly moved to Chicago or to water transit at the head of Lake Superior. Oregon and Washington have also a remarkably well developed railway system, carrying their immense wheat surplus to tide-water at Portland and the Puget Sound ports. Between these two systems the long line of the Northern Pacific Railroad is rapidly advancing from both directions. Next summer the gap will be closed and the whole North-west will be linked together. The advanced condition of the transportation system of the

Pacific North-west is really remarkable, considering the isolated situation and slender population of that section. Two standard gauge and two narrow gauge lines traverse the Willamette Valley, and few farmers in that wonderfully productive region need haul their grain further than ten miles to reach a railway station. One of these lines is being pushed southward through the Umpqua and Rogue River Valleys and over three mountain ranges to California, where it joins a road building northward up the valley of the Sacramento. The completion of these roads next year will unite California and Oregon by unbroken railway between San Francisco and Portland.

A trunk line, owned by the Oregon Railway and Navigation Company, runs westward from Portland, up the deep gorge of the Columbia River, past the two great obstructions to navigation at the Cascades and the Dalles, and out into the open, fertile country east of the Cascade Mountains, draining all the rich grain and grazing regions of Eastern Oregon and Eastern Washington, and taking their products westward to tide water. At Umatilla this line throws off a branch to the Grande Ronde Valley, which is being extended southward to Baker City, where it will meet the Oregon Short Line now building North-westward from the Union Pacific Road at Ogden. At Wallula junction it meets the main stem of the Northern Pacific, and, by an alliance between the two companies, becomes its Western extension to Portland and Puget Sound; the original plan of throwing the Northern Pacific over the Cascade Mountains directly to the Sound having been laid aside for a few years. At the same junction begins an important system of local roads, partly completed and being steadily extended, which throws out branches on both sides of the Snake River, penetrates the new, rich, wheat country skirting the base of the Blue and Cœur d'Alene Mountains and will next summer reach as far as the towns of Lewiston and Moscow in Northern Idaho.

In Western Washington a link of the Northern Pacific system runs from Kalama on the Columbia River, one hundred and five miles due North to Tacoma at the head of Puget Sound. The connection with Portland is now made by steamers on the Columbia, but next year the forty miles' gap will be closed by rail. Then the whole interior system of railways in the North-west will have two termini at ocean navigation—one at Portland and one on Puget Sound. In all there are now in operation in Oregon and Washington, over eleven hundred miles of railway, to be joined to the transportation

system of the East in 1883, by the completion of the Northern Pacific Transcontinental line. When one considers that the two communities of the Pacific North-west have only a quarter of a million of inhabitants, and are wholly isolated from direct communication with the rest of the United States, their enterprise in railway building is remarkable. Every locomotive and every rail used on their lines has been brought around Cape Horn. Practically, Oregon and Washington have, up to this time, been in the position of an island out in the Pacific Ocean, for their commercial relations with the rest of the world have been carried on by means of steamer lines to San Francisco and sailing ships going round the Horn to New York and Liverpool. When these beautiful and productive regions are brought within seven days of New York, their direct development will be enormously accelerated.

#### THE OREGON METROPOLIS.

PORTLAND has a population of about 25,000, and is growing rapidly. It has grown rich by handling and shipping the wheat of the Willamette Valley and the upper Columbia country and selling goods to the farmers of the interior. It has none of the look of a raw Western town. The business streets are well built with brick, the residence streets are handsomely shaded, and bordered by pretty white and cream-colored houses, each with its lawn, rose-bushes, and flower-beds. The streets running back from the water-front climb a gentle slope to a dense, dark forest. Ships with foreign flags, lie in the stream, and white, river steamers come and go. The town has large school-houses, fine churches, gas and water works, street-railways, a theater, a club, spacious stores, well-filled with all goods that appeal to the fancy of women in the East—in short, the attractions and comfort to be found in Eastern cities. It has also a stable, intelligent population, largely of the New England and Middle State elements. Portland, sitting at the gateway of the rich Willamette Valley and controlling the transportation lines leading up and down the Columbia River, has got beyond the stage of experiment.

#### THE PUGET SOUND TOWNS.

BETWEEN the Columbia River and Puget Sound, a distance of about one hundred miles, the country is all forest, save where a few settlements have been made along the Cowlitz River, or on spots of prairie land left

open by nature. The shores of the Sound, too, are one enormous, and almost unbroken forest, notched here and there, on the water-front by clearings for logging camps, and saw-mill villages. The towns are few and far between, and are encircled not by belts of cultivated fields, but by the dim aisles of the primeval woods. Lumbering is the chief industry, and an immense industry it is, counting its annual product by hundreds of millions of feet, sending building material to South America, China, and Australia, as well as to the whole California coast, and furnishing masts and spars to the navies of the world.

Seattle is the chief Sound port. It has about 8,000 inhabitants, and besides its big saw-mills, enjoys the profits of the coal business from the neighboring mines, and of a trade with the little lumbering hamlets up and down the Sound, on its numerous bays, coves, and straits. Big hotels, bustling business streets, two-story coal-wharves, and a young university are among the features of this thriving, ambitious place.

Tacoma, on Commencement Bay, is the terminus of the Northern Pacific Railroad, and of its branch to the Wilkeson coal fields, which is eventually to climb over the Cascade Mountains. It has perhaps 3,000 inhabitants. From the plateau on which it stands there is an inspiring view of the dark green base and dazzling snowy summit of Mount Rainier, the noblest of the white giants of the Cascade Range—a grander mountain than Mont Blanc, and though a thousand feet lower, apparently more lofty because it is seen from the sea level towering up into the sky, individual and alone. Its Indian name is Mount Tacoma, and so it should be called instead of after an English admiral who never saw it.

Olympia, the capital of Washington Territory, is a pretty village, embowered in fruit trees, with 2,500 inhabitants, a branch railroad and a steam-boat that runs to Seattle and Tacoma. There is some farming country back of the place, and a good water-power close by.

Port Townsend, at the entrance to the Sound, looks down on the green water from a high plateau. There is a lower town by the wharves connected with the upper one by a long flight of wooden stairs. The population is about the same as that of Olympia. The custom-house is here for all the Sound ports, and it is in some sort a supply station for shipping. The other Sound towns are considerable settlements depending on big saw-mills for their existence, or on rather feeble agricultural settlements on tidal flats redeemed by dikes, or in the narrow bottoms of the little rivers that are fed by the melting snows of the mountains.

## COAL DEPOSITS.

WEST of the Missouri River, in the small valleys of the Heart and Little Missouri Rivers, numerous seams of lignite or brown coal are found, which furnish a valuable fuel resource for a region nearly destitute of timber. Two of the thicker seams are being worked. Further west, the whole valley of the Yellowstone abounds in lignite deposits. Many of them are too thin for working, but there are thick seams enough exposed on the face of the bluffs along the river to indicate that the supply is practically inexhaustible. The quality of the lignite varies considerably in different seams. The best develop a heat-producing power equal to about sixty-five per cent. of that of the same weight of good bituminous coal. On the slopes of the Belt Mountains, near Bozeman, veins of true bituminous coal were found last summer, which will be worked this year. They promise to yield much the best fuel to be found anywhere between the Mississippi Valley and the Pacific coast. A hundred and fifty miles north-west of these veins, on the farther side of the main divide of the Rockies, I saw a mine that had been worked for local consumption in the neighboring valley of Deer Lodge, and abandoned, no doubt, because wood was cheaper to burn, when the rude facilities for mining, the high price of labor, and the small demand for fuel were taken into account. With the denser settlement of the country and the building of railways, an extensive coal-mining industry will, no doubt, be developed in the Rocky Mountain region.

The important coal region of the Pacific North-west lies east of Puget Sound and close under the western base of the Cascade Mountains. From this field is now derived the coal supply of San Francisco and all the cities on the Pacific coast. It probably extends north and south for a distance of one hundred and fifty miles. Thus far it has been systematically developed at two points only, one known as the Newcastle region, about twenty miles east of Seattle, and the other called the Wilkeson and Carbonado region, thirty miles west of Tacoma. Both these regions are connected by rail with tide-water on the Sound, the outlet of one being at Seattle and the other at Tacoma, and from each of these ports fleets of steam and sail colliers run to San Francisco. As the demand increases the output increases. New deposits are constantly being discovered, and the quality—a hard, black lignite, not readily slacked—improves as deeper veins are reached. The importance of these coal-fields in the future industrial

development of the Pacific coast communities can scarcely be overestimated.

## TIMBER LANDS.

PRACTICALLY, the whole country between the Minnesota prairies and the Rocky Mountains is bare of timber. There are little strips of forest trees along the water-courses in Dakota, but they consist mainly of cottonwood, soft maple, and alder, and furnish only a scanty supply of fuel to the settlers, and are of no value as a source of building material. West of the Missouri there is nothing worth sawing up into lumber until the advanced spurs of the Rockies are reached—the Big Horn, the Belt, the Judith, the Big Snowy, and the Yellowstone Mountains. In the gorges running up their sides there is sufficient “bull pine” and spruce for the settlers’ purposes and for railway ties and bridge timbers, but there are no large, well-timbered areas. On both sides of the main divide of the Rockies about the same condition is found. The pines are somewhat larger, and some cedar is met with. For want of something better, the timber is of great value for local consumption, for fuel and building purposes in the neighboring valleys, but this is all that can be said of it. Not until I reached Clark’s Fork of the Columbia, or the Pend d’Oreille, as it is known to the settlers, did I see any extensive body of good timber. On both sides of that stream, between the Cœur d’Alene and Cabinet Mountains, lies a heavily timbered belt of about one hundred miles in length by thirty in width, reaching down to and around Pend d’Oreille Lake. The trees are “bull pine,” cedar, hemlock, and spruce, with a little white pine. The western slopes of the Cœur d’Alene Mountains and the Bitter Root Mountains, which are a continuation of the same range, are moderately well timbered and furnish material for fuel, fences, and buildings for a wide stretch of rich, bare country further west. From these mountains, westward to the narrow valleys running up into the Cascade Range, the country is nearly destitute of forest growth. A few stunted pines grow on the sides of the deep narrow valleys through which the streams run. Along the lower course of the Columbia and around Puget Sound there are immense forests of fir, furnishing a practically inexhaustible lumber supply. Eastern Oregon is mostly treeless, but the slopes of the mountain ranges bear sufficient timber for local uses. Eastern Washington, fast becoming a great wheat field, feels most the lack of forests. Western Oregon, including the fertile, well-settled Willamette Valley, is well supplied

from both the coast and Cascade Mountains, while Western Washington is all a vast forest, where the clearings are mere specks upon the immense expanse of woodland. This magnificent forest is destined to be a source of great wealth for centuries to come. The lumbering operations up to this time, although very extensive, have only notched it here and there at long intervals close to the water-side.

#### CLIMATIC PECULIARITIES.

It is a common mistake in the East to suppose that the rigorous winter climate of Minnesota continues westward on parallels of latitude all the way to the Rocky Mountains. Dakota winters are even more severe than those of Minnesota, because there are no forests to break the force of the blizzards. There is, however, a great deal of bright, still weather, when the cold is hardly felt, because of the dryness of the air. West of the Missouri the mean winter temperature steadily increases as you go toward the Rockies, and the weather in December, January, and February, in the valley of the Yellowstone, is no more rude than in Maryland or Southern Ohio, with the great advantage of a dry, bracing atmosphere, instead of the cold rains and sloppy snow-falls which characterize the season in the middle latitudes of the Atlantic coast and Mississippi Valley. The snow-fall is much less than in the belt of country along the Union Pacific Railroad. On the Northern Pacific line, which runs at one point in Idaho almost as far north as the boundary of British America, the only region of heavy snow-fall is around Lake Pend d'Oreille, and for a hundred miles up Clark's Fork of the Columbia; but there the road is protected from drifts by the heavy forest growth. No serious obstacle to regular winter traffic will be occasioned by snow on any of the railways penetrating the northern line of States and Territories between Lake Superior and Puget Sound. The fact that Montana was formerly the great buffalo range, and is fast becoming a vast cattle and sheep range, verifies the assertions of its inhabitants regarding the light snow-fall.

Between the Rockies and the Cascade Range, in the new agricultural regions of Washington and Oregon, the climate does not greatly differ from that of Pennsylvania. The summers are cooler, because of the greater elevation above the sea level, and the winters dryer, with less snow. Cattle and horses live on the dried grasses all winter, in the whole region, as far north as the British line. West of the Cascades, in the rich valley of the Willamette, and the Puget Sound country, the summer weather is perfect; but there

are five disagreeable, rainy months, from October to April. Very little snow falls, but "the rain it raineth every day"; or, to be more precise, about two days out of three. Perhaps the best climate, the year round, of the Pacific North-west, is that of the Rogue River Valley, in Southern Oregon. The south-west winds, which bring the winter rains, strike the coast a little north of this valley, and its winter climate is said to resemble that of Italy. The summer climate is not unlike that of the interior of Massachusetts. On all the Pacific coast, it is the direction of the mountain ranges and of the currents of sea-air, that determine climate more than latitude. Thus, the winter in Victoria, on Vancouver's Island, is no colder than that of Baltimore, while the summer resembles that of Newfoundland, if any parallel to its delightful, cool, bracing weather can be found on the Atlantic coast. For the most agreeable climatic conditions possible, one should have a cottage in Victoria for the summer, looking out over the blue waters of the Strait of Juan de Fuca, and a fruit ranch for the winter in one of the warm valleys of Southern California.

#### FUTURE STATES.

PUBLIC opinion in Dakota has firmly decided that the territory shall be cut into halves by a line following the 45th parallel of latitude, and be thus made into two States. The line is not a natural boundary. It is chosen because it gives about an equal area to North and South Dakota, and runs through the center of an unsettled belt now dividing the settled region along the Northern Pacific Railroad from the southern section of the present territory, already well supplied with railway facilities. Very soon this vacant belt will fill up with people, and the completion of north and south railroad lines, now considerably advanced, will make of both sections a homogeneous community. Still the territory is too large for one State, and the reasons for dividing it are identical with those which led to separating Minnesota from Iowa, and Kansas from Nebraska. Montana is even larger than Dakota, but it contains far less farming land and, save in a few valleys, will never support a dense population. The eastern portion is mainly a grazing country, while the western portion is a mass of mountain ridges, between which lie narrow, fertile valleys, where agriculture is very profitable, but can only be carried on with the aid of irrigation. There is no talk yet of dividing this immense territory, but the time will come when conflicts of opinion will arise between the people living on the Yellowstone and its



tributaries, and those inhabiting the mountain country. Perhaps it will then be found wise to make two States out of Montana, by a line drawn north and south.

Washington is destined to become a rich, populous State. It has in its eastern counties an extensive area of remarkably productive wheat land, yielding thirty, forty, and even fifty bushels to the acre. The Puget Sound counties are rich in coal and lumber, and in the region north of the Columbia, as yet only partly explored, both iron and coal have lately been found, as well as mines of nickel, silver, and gold. The population of Washington, now a little over 100,000, will probably increase to a million in a quarter of a century. Idaho develops very slowly. The streams mostly run in deep cañons, making no fertile valleys, and the high lands are too dry for cultivation. Mining for the precious metals is the leading industry. This territory and Wyoming will be the last to come in as States. The only section of Idaho containing broad, contiguous areas of arable land is embraced in the Pan Handle on the extreme north, and the four counties comprising that district are eagerly seeking to be detached and to be united with Washington, with which they are closely identified both geographically and commercially.

#### THE ULTIMATE FRONTIER.

IMMIGRATION pushes eastward from the Pacific coast as well as westward from the Valley of the Mississippi. In Oregon and Washington I met hundreds of families going East. They came from the well-settled valley of the Willamette and were bound for the new grain and pasture regions east of the Columbia River. The ultimate frontier may be said to be in Idaho. Into that territory emigrants seeking a new country come from east, west, and south. The whole Rocky Mountain region will, however, remain practically a frontier country for a long time to come. It is only adapted for very sparse settlement and will always afford a field of adventure for hunters and tourists. A belt of country about two hundred miles wide, in Montana and Idaho, and widening out to nearly one thousand in New Mexico and Arizona, will probably always preserve most of its present characteristics of wildness and vacancy. The lofty wooded ranges of the Cascade Mountains in Oregon and Washington, with their sublime isolated snow peaks and their profound gorge-like valleys, will also repel all settlement save that of hunters, lumbermen, and miners. Along the Pacific coast, between the Coast Range and the sea,

there is another belt of country too heavily timbered for occupancy by farmers save on the bottom lands along the streams.

#### DEFECTS OF THE PUBLIC LAND SYSTEM.

TRAVEL in the scantily settled regions of the Far West has convinced me that our present system of land laws abounds in mischievous defects. It was adopted when the central and extreme western portions of the continent were little known, and was well enough adapted at that day to encourage immigration into regions of nearly uniform fertility like Illinois and Iowa, and to parcel out the public domain among those who intended to occupy and cultivate it. The system is, however, poorly adapted to meet the conditions existing in regions like Montana, where the arable lands lie in narrow strips of valleys and most of the country consists of mountain ranges, or high, dry pasture tracts unfit for crops. In Eastern Dakota, one hundred and sixty acres of rich wheat-land are ample for a homestead, which will support a family; but what is a settler to make of one hundred and sixty acres of grassy plateau, too dry for any crop, but good for cattle and sheep, if he had enough of it.

The preëmption feature of the land system should be abolished altogether. Under it the gigantic wheat farms of Dakota have been formed. The owners first bought the alternate sections of land from the railroad company, and then placed their own hired men upon the government sections to preëmpt, purchase, and transfer them. Six months' real, or pretended residence in a six by nine shanty is sufficient to perfect a preëmption claim. The claimant then gets his patent by paying \$2.50 an acre if within the limits of a railroad grant, or \$1.25 if not, and he can at once sell out to the speculator or the "bonanza farmer." The public land laws ought to make the way of the land-grabber a hard one, and preserve the arable portions of the public domain for actual settlement and cultivation in small tracts. The "bonanza farm" system secures the cultivation of large areas, but only by the hired labor of men without families, who leave the farm as soon as the crop is harvested. Ten thousand acres tilled on this plan will support, as permanent residents, perhaps half a dozen families of employés, who look after the machinery, animals, and buildings. If divided into small, separate holdings, the same tract would sustain a hundred families, raising less wheat, perhaps, but more children, to become good citizens of the republic.