

CHANGES IN TFN YEARS.

By contrasting a trip made between Walla Walla and Portland now, and the same journey accomplished ten years ago, a good idea of the progress made in this country can be obtained. Ten years ago the Walla Wallaian, intending to visit Portland, made his arrangements days before, and if he did not make his will, he at least solemnly took leave of his relatives and friends. A Concord stage coach, drawn by six horses, constituted the means of travel between Walla Walla and Wallula. The usual time occupied by the driver in making his twelve horses, divided into two teams, draw the coach and contents over the thirty miles of sandy, alkaline, hilly road, was seven hours. Opposition some times caused the knight of the whip to persuade his teams to make the distance in less than six hours. The inside traveler always prayed for a spirited opposition, as it shortened his misery and lessened the load of dust his unwilling lungs received. Once at Wallula the unfortunate stage passenger washed himself in an unattractive, not to say dirty, tin wash-dish, mopping his streaming face with a suspicious towel, and, after an indifferent meal, consigned his weary bones and bruised flesh to a hard bed and industrious bugs. The next day the journey to Celilo and The Dalles was made, in comparative comfort, by steamboat and railroad. The traveler was fortunate in those days who obtained, at The Dalles, a room with a single bedstead in it—a room to himself was impossible, as the social and odorous fellow who inhabits cracks in bedsteads and walls thrust his unwelcome company upon the just and unjust with impartial and industrious vigor. At the unseemly hour of four o'clock in the morning the knuckles of the watchman beating the Devil's tattoo upon the bedroom door would rouse the traveler to hear a hoarse voice proclaim, "Time for the down boat, sir." Hustling on his clothing and gathering his grip-sack, the unfortunate man, half asleep, would hurry down stairs into the office, settle his bill, and start in the dark for the boat, where a dozen or two more persons would be found trying to finish naps on stools or benches. If our traveller knew the ropes, or rather the steward, he would speedily procure a cup of strong coffee and brace up for the day.

After a reasonably pleasant trip by boat and rail Portland would be reached late that afternoon. The return trip was worse, because it required getting up at four o'clock in the morning at Portland, and a ride the next morning, before breakfast, of sixteen miles in the cars, from The Dalles to Celilo. In those days three days and two nights were consumed in the journey between Walla Walla and Portland, and as boats ran but two or three times a week, owing to the season, the round trip between the two points, with a short stay in Portland, occupied, according to the luck the traveler had in making connections, a week or ten days. The journey either way was unpleasant, and to most people so exceedingly disagreeable, that it was never made unless it was absolutely necessary. No one made the trip for pleasure, and as a consequence "travel was light."

Now, if a man has business in Portland requiring his personal attention, he puts on a clean collar, thrusts a tooth brush in his pocket, kisses the wife of his bosom "by-by," and entering the sleeping-car at the depot, goes to bed when he wishes to, and wakes the next morning at The Dalles in time to take the seven-o'clock boat, one of the large stern-wheel fleet, admires the scenery, talks with acquaintances, reads a paper or novel, and passes the time in one way or another until about three o'clock in the afternoon, when he lands in Portland, fresh and ready to transact the business that caused the journey. Generally the business can be transacted during the evening, and the man is ready, after a night's sleep, to take the boat at seven A. M. for the Cascades and home, the latter place being reached the next morning. Thus, in sixty hours from the time the Walla Walla man said "good-by," he has visited Portland, transacted his business and returned home—in fact, he has been so far and done so much in so short a time that he must be in great request in the community if his absence has been noted by any one outside of his family and possibly a newspaper reporter.

In six months from to-day the trip between Walla Walla and Portland will be shortened several hours, because then the cars will be running between the two places, and passenger-boats will be things of the past.

The trip now is neither very tiresome

or disagreeable, and delicate ladies can and do make the journey for health and pleasure. "All the modern improvements" are rapidly reaching Walla Walla and adding the comforts devised by man to the attractions the Maker of the Universe placed around its beautiful location.—*Walla Walla Union.*

BAKER COUNTY (OREGON) MINES.

From J. W. Virtue, banker of Baker City, who is one of the oldest settlers in the county and whose extensive connection with the leading mining enterprises, says the *Bunch-Grass Gazette*, entitles him to be recognized as authority, we have gleaned much valuable information in regard to the mineral resources of Baker county. He estimates the amount of gold and silver produced from Baker, Union and Grant counties since the discovery of gold in 1862, from placers, at forty-five millions. The yearly products now amount to one and one-half millions, principally from shallow diggings, from three to thirty feet deep. Very few of our old river channel gravel mines, from 60 to 200 feet deep, have been worked, although a large amount of this class of mining ground is to be found in Baker, Union and Grant counties. Some of these deep gravel channels have been prospected on the head of Powder river which average \$136,000 per acre. It requires capital to open these immense deposits and turn on the necessary amount of water, but water can be procured without the expenditure of very great sums of money, and the gold products of these counties will be greater twenty years hence from placer and gravel mining than ever before. Quartz mining is in its infancy, and yet the yearly product is about \$650,000 and the yield from that source has been about eight millions. Baker has the following mills: Connor Creek, 20 stamps; Gold Hill, 10; Moore and Eastabrooks, 2; New England & Oregon Mining Company (organized in Concord, N. H., a very responsible company,) 5, silver; Virtue Gold and Silver Mining Co., 20, with steam hoisting and pumping works; Mammoth, 5; Tom Payne, 2. Besides, about 30 arrastras. Grant has about 40 stamps, the principal mill being the Monumental, 15, and supplied with all the modern improvements. Over three hundred gold and silver ledges are being developed, awaiting capital to put up machinery, prominent among which are Cable & Sons group of six mines, Cable Cove, Buffalo, Hazard, Silver King, California, Granite and Silver Peak.