

THE FUTURE OF BAKER CITY.

For the past few years Baker City has practically been dormant. It is true its business men have done a good business, taking one year with another, but the surrounding country, with its vast hidden wealth, has never been properly developed. There has been, it is true, natural causes which have tended to retard the growth of the city, and among them may be classed, first, lack of capital; second, lack of proper transportation facilities; third, dearth of public and private enterprise on the part of citizens who compose the majority of our population. A noble few, besides cultivating sufficient cereals for the support of themselves and families, have explored the high mountains that surround us and found what should, and would, did they have the means, have made them immensely rich. A few blows with the pick and the removal of a few shovelfuls of dirt laid bare rich veins of gold and silver bearing quartz, a crude assay of which yielded from \$15 to \$1,500 per ton. Their discoveries were practically kept secret, as they had not the means wherewith to import machinery, erect mills and carry on a successful mining business. Then all machinery for the working of the mines would have had to be brought a long distance by the primitive method of conveyance, which, to say the least, was very expensive. Explorations were not made to a sufficient depth as to warrant the expenditure of the money necessary to work these discoveries, and consequently their location was kept a secret except to the few. Then, too, there was a class of people here who cared not for the country, and but little for themselves; whose sole thought was to work a few weeks in the placer mines which abound here, and spend the balance of their time in idleness or dissipation. So long as they had plenty of bacon and beans, and a little something to wash it down, they were content. This latter class of men are to a great extent migratory in their habits, and many of them have left the country and their places are being filled by men of energy and brains. Within the past few months almost numberless discoveries have been made, and those who have the capital have put in machinery and are doing a good business. Those who lack capital are doing such work on their mines as will enable them to hold them, and many have sunk shafts deep enough to satisfy themselves and the country that their mines are rich, and that the deeper they go the wider and richer the vein. These men are ready to demonstrate to any one the valuable qualities of their mines and invite the attention of capitalists to their mineral treasures, and will dispose of a portion of their interests, provided the purchaser will put in stamp mills and such other machinery as is necessary for the proper development of the mine, and thus make it remunerative. Among the many known mines sufficiently developed to warrant the erection of stamp mills, let us mention the mine owned by Messrs. Dill, White and Hoffman, on Gold Hill, about thirty miles in a southerly direction from this city, and dependent upon it for supplies. The outcroppings of this mine showed a rich pay streak of six inches in width, growing wider and richer as they sank a shaft between the walls. At a depth of twenty-two feet an accurate assay gave \$341.50 in gold and 805.70 ounces in silver—a total value of \$1,383.19 per ton. At this depth the vein is three

feet thick, and with every indication of the vein growing wider and richer as the depth of the shaft increases. Every desirable natural facility for working the mine is at hand, and had we a railroad, stamp mills would long ago have been pulverizing this valuable quartz and enriching the fortunate owners. Other mines in close proximity, and nearly or quite as rich in mineral wealth are known to exist, and but await railroad communication to procure machinery for working them.

We have mentioned this mine as but a sample of many already discovered, the owners of which have not the capital to develop them, or even purchase machinery, and anxiously await the arrival of capitalists and quick communication with the outer world, that they may dispose of a portion of their treasure at prices that not only will benefit them, but prove highly remunerative to the purchaser.

No town in Oregon is better known in the East and South than is Baker City. The O. R. & N. Co., and Union Pacific are almost moving heaven and earth to reach this city ere the snow flies next winter, and private information leads us to the belief that their object will be accomplished if men and money can do it. Capitalists and mining experts will reach us before the railroad, that they may become possessed of a part of our natural wealth, and transport machinery to this point with the advent of the railroad. With the name Baker City has abroad; with all this vast mineral belt that surrounds us; with the vast army of men that must be employed in conducting mining operations, and with the advent of the railroad the outlook for Baker City is most encouraging, indeed. Let her citizens do their part in aiding her good work.—*Tribune*.

WASHINGTON TERRITORY TOWNS.

The capital (Olympia) is a handsome town of perhaps 1,500 population, and has some very enterprising citizens. A narrow gauge railroad connects with the Northern Pacific at Tenino. It is on the most southern arm of Puget Sound, being two hundred miles from the ocean and eighty miles south of where the sound begins, at Port Townsend. The tides rise and fall twenty-four feet, so that at high tide the largest ship can come near the town, while at low tide extensive mud flats are exposed in front of the town.

At Port Townsend are situated a United States Custom House and a Marine Hospital. Steamboats run from there to all points on the Sound as well as to Victoria, in British Columbia. It is an important commercial center.

Seattle is in King county on the eastern side of the Sound, and is perhaps the most important point in the Territory. It has a fine harbor and its commercial advantages are many. Near it are rich and extensive deposits of iron and coal, and there are large lumbering interests in that region. The territorial University is situated there.

Tacoma is on an arm of the bay about half way between Seattle and Olympia, and expects to be yet a grand city—the metropolis of the great northwest. Its destiny is in the hands of the magnates of the Northern Pacific. If they choose to make it their great terminal point, an immense city will grow up there. In any case it will in course of time be an important point. Its harbor is perfectly safe and deep enough and large enough for any naval fleet in the world.

Vancouver is on the Columbia, 100 miles from its mouth, and was settled by the Hudson's Bay Company as early as 1824. It is a military post of some importance, being headquarters for the Department of the Columbia.

Walla Walla is near the southeastern corner of the Territory, and is, next to Seattle, the most important town. It is in a fine agricultural region, and ships immense quantities of wheat and wool. It is already an interior metropolis and is fast increasing in importance.

Colfax and Dayton are new but growing and important towns near the Idaho line, and Yakima City is having a large and substantial growth. Oysterville on Shoalwater bay once had an extensive oyster trade, but is not now so flourishing.

WENASS VALLEY, W. T.

This valley is more than 20 miles long by $\frac{1}{4}$ x 2 miles wide, and is situated 120 north from The Dalles, Oregon. The banks of the little stream Wenass are skirted with small willows, alder, cottonwood and quaking-asp. Outside of this is prairie hills extending miles in every direction, covered with bunch-grass. The stream rises in the east foothills of the Cascade mountains and flows some miles through a forest of pine and fir timber, which supplies the settlers with fuel, fencing, etc. The road from The Dalles is across Klickitat county through more than 30 miles of prairie, then over Simcoe mountain, covered with pine timber, and to Yakima City, 100 miles north of The Dalles. On the north and east the whole country is bunch-grass, hilly prairie, with a few valleys, which are small and mostly occupied. On the west is mountains covered with timber. The county of Yakima has for its seat of justice Yakima City, a little town of perhaps 500 people. Two terms of U. S. Court are held, and a U. S. Land Office is located here. A good span of horses, 15 hands high, will easily haul a ton of freight from The Dalles to this place. The hill lands have never been cultivated and no one can tell what they will produce. The valley land is generally good. I came here six years ago from Walla Walla and settled upon flat land which every one told me was too poor to make me a living; but I have found they were mistaken, and have shown the old residents that good crops of grain and vegetables will grow on land which they thought was almost worthless. Wheat produces thirty to forty bushels an acre; barley and oats are good enough; cabbages, solid heads, nice flavor, weighing eighteen to twenty-four pounds each; root crops are good; tomatoes, cucumbers, watermelons, beans, peas, raspberries, strawberries, gooseberries, currants, etc., have grown well. The large fruits have been planted, but are not old enough to bear. Corn adapted to cold climate yields 25 bushels an acre. Broom-corn and amber cane have been grown in small lots. There it no mill in which to grind cane, and I do not know of any one who knows how to make it into syrup. I think it would bring a fair return in the hands of some one who understands its culture and manufacture. The country is new, but is settling slowly, and with an increase of population and intelligence we hope to show that the land will yield a good return when properly worked. There are thousands of acres of hill land vacant which may be claimed under the various land laws, but every odd section is held for the Northern Pacific R. R. Co. Snow fell the last of November,