

THE INLAND EMPIRE.

The country along the entire line of the Northern Pacific Railroad from Lake Superior to Puget Sound is much better than that traversed by any other transcontinental line. There is not a square mile of absolutely waste land the entire distance. The valley of the Yellowstone from eight to twelve miles in width is good agricultural land, and there is an ample supply of water for all the needs of irrigation. In the upper portion of the valley irrigation is necessary to produce good crops. For 100 miles west of Glendive, irrigation is not required. We found ranches scattered along the entire valley, and new settlers are going forward in great numbers. The uplands are valuable grazing lands, and are now attracting the attention of the owners of large herds in Colorado and Wyoming.

MONTANA IS REALLY AN EMPIRE IN ITSELF.

The country from Bozeman to Missoula has been well settled up for many years, and the valleys, although narrow, are extremely fertile, and, it is claimed, produce an average of forty bushels of wheat per acre and seventy bushels of oats. The upland and mountain ranges are covered to their summits with luxuriant bunch grass, and along Clark's Fork in Western Montana the heavily timbered valleys and mountain sides have a rich undergrowth of wild clover. Taken as a whole, Montana is the finest grazing area in the United States, and its capacity for stock raising is much greater than that of either Colorado or New Mexico. In some localities, like the Deer Lodge valley, there are large numbers of sheep, and the raising of horses is carried on to a considerable extent. In Eastern Washington Territory and Northeastern Oregon—north of the Blue Mountains, is what is called the Great Basin of the Columbia river—there is, probably

THE FINEST STRETCH OF WHEAT LAND

In the world. This region is as yet somewhat sparsely settled, but in the older settled portions around Walla Walla wheat farming has been carried on for seventeen years without a single failure in the crop. The average yield of wheat per acre in this locality is given by reliable farmers at thirty-five to forty bushels per acre, and of oats from seventy to eighty bushels per acre. Crops of 100 bushels of oats per acre are not unusual. Very superior apples and peaches are also raised in this region. This belt of wheat country is about 200 miles long and from 80 to 100 miles wide, and some of the best informed people in Oregon estimate that it is capable of producing 100,000,000 bushels of wheat per annum. The country is an upland rolling plateau of from one thousand five hundred to three thousand feet elevation, and the deep soil is decomposed basalt, extremely fertile, and covered with a very heavy growth of bunch grass. I rode for ninety miles over a portion of this region in a wagon, and it is unquestionably the finest body of wheat land I ever saw. As yet it is only sparsely settled, because of the expense and difficulty of reaching it. There is, however, a more active demand for the purchase of land for farming in this region than in any other portion of the Pacific slope, and so soon as the Northern Pacific railroad is completed and immigrants can be carried into it at reasonable rates, this region will be very speedily settled up.

Will the trade of Montana and the wheat products of Eastern Washington Territory come eastward to St. Paul and Minneapolis when the Northern Pacific is completed?

The trade of Montana will certainly come over the Northern Pacific road as soon as it reaches Bozeman and Helena, and this trade is of very considerable magnitude at present, and will hereafter increase largely. Bozeman is a well-built town of 1,000 people, with a fine agricultural country around it, and Helena, the commercial center of the Territory, is a larger, better built, richer and more prosperous city, before any railroad has reached it, than Denver, Colorado, was ten years ago, after it had secured two lines of railroad from the East. Missoula, Deer Lodge and Butte are all prosperous towns. The distance from Helena, Bozeman or Butte to Chicago by the Northern Pacific railroad will be nearly 400 miles shorter than by the Utah Northern and

Union Pacific roads, while the distance to Minneapolis and St. Paul will be

NEARLY 800 MILES SHORTER.

The Northern Pacific road runs directly across Montana for 800 miles, and the more productive portion of the Territory lies along this line and northward of it. When that country is opened by the completion of the railway, St. Paul and Minneapolis should certainly be greatly benefited if they make proper efforts to maintain and hold the Montana trade. It seems to me quite probable that the wheat product of the great wheat belt of Eastern Washington Territory can be brought to this point and to the lakes at Duluth, as I understand the Southern Pacific railroad is now carrying large quantities of wheat from San Francisco to Galveston and New Orleans for shipment to Europe. This is a greater distance by rail than from Washington Territory to Duluth.

"It is thought by some people that the Northern Pacific railroad will have greater difficulties from snows in winter than the other transcontinental lines. Does this agree with your impressions?"

I think this is entirely a mistake. The highest elevation reached by the Northern Pacific road at any point between the lakes and the Pacific coast is at the crossing of the Belt Range of the Rocky Mountains. This point is about 5,500 feet above the sea, and is 500 feet lower than Cheyenne, and more than 2,500 feet lower than the highest point reached by the Union Pacific road. Helena, M. T., is 1,200 feet lower than Denver, Col. There is less than 250 miles of the entire line of the Northern Pacific railroad that exceeds 4,000 feet in altitude. Stock run out the entire year in Montana, and the snowfall from Glendive westward is much less than in Minnesota. I think that the company will require very few snow sheds, and the only serious delays to the operation of the road from snows that may occur will be in Dakota and Minnesota.

Is there likely to be any serious difficulty in crossing the Flathead Reservation?

I do not think there will be any delay—nothing serious at any rate. The Indians are desirous of having this road built, and there is really nothing remaining but

THE MERE FORMALITIES OF A TREATY

To be gone through with. I have no doubt but that the treaty will be perfected in ample time.

How far is it through the reservation?

Only about sixty-five miles.

What may be said of the scenery along your line, as compared with that of the other Pacific roads?

There is really no comparison, in my estimation, for that along the route of the Northern Pacific is so far superior both in grandeur and pastoral beauty. Such magnificent mountains and such rich reaches of prairie and fertile valleys is nowhere else to be seen.

Is there much timber on any portion of the line?

When you get west of Missoula there is a large territory covered with cedar, spruce, pine, fir and tamarac, and when you get along still further there is some good white pine. There is one reach of 250 miles of wooded region which is really very good timber. There is, in fact, scattering timber along nearly the whole line.

Then your trip has resulted in proving to you that the route of the Northern Pacific is even better than you supposed?

Yes, for there

ISN'T A FOOT OF WASTE LAND

As you might say, the entire distance. My trip has convinced that the line of the Northern Pacific is not only the best route for the construction and operation of a railroad across the continent, but that the road will run through the best, and prospectively, the richest belt of the continent west of the Missouri river, and when completed it will speedily develop an enormous local traffic in grain, lumber, cattle and mineral products, and will become the favored road for tourists traveling between the Atlantic and Pacific. I wish particularly to impress upon the business men of Minneapolis and St. Paul that they can as yet have no realization of the magnitude of the business which

is soon to be directly tributary to these cities, and that they will do well to prepare to control a trade which will soon exceed in magnitude that which is given to any other western city. In fact, the best portion of these United States will, upon the completion of the Northern Pacific, roll its wealth of product and business into the commercial laps of St. Paul and Minneapolis.—*Col. Chas. K. Lamborn in Pioneer-Press.*

INFLUENCE FOR GOOD.

Among the institutions of Portland no one is more creditable to the city and the State than the school for girls, known as St. Helen's Hall. For thirteen years it has been a center of culture and refinement, and the influences which have gone out from it to every part of Oregon and Washington have been of the very best. With all the spirit of a pioneer it overcame the embarrassing necessities of pioneer youth, and from early struggles and success has not learned too well the lesson of thrift. Begun as a Christian effort in the cause of what is beautiful and best in human nature, it continues true to that cause and earnest in it. How great has been its influence for good no man can say. But certain it is that wherever they have gone its daughters are "as the polished corners of the temple."

It is gratifying to know that this really good school, in opening its doors for the fourteenth year, is in better condition every way than at any previous time in its history. Its staff of teachers has been increased and greatly improved. Thirteen ladies of the highest education, most of them selected from eastern schools of high standing, compose the corps, while their varied attainments cover the whole range of scholarly and artistic accomplishment. St. Helen's Hall is now better than ever before able to give thorough instruction to the full extent of its course. Many older and richer schools in other States have finer buildings and more spacious ground, but none in the character and accomplishments of its teachers affords better facilities for the cultivation of the minds, the morals and the manners of girls than does St. Helen's Hall.

The attendance of boarders and day pupils is better this year—which commenced on Monday—than ever before, the former coming from almost every section of the State and Territory. Tacoma, Steilacoom, Jacksonville, Union county, Baker county, Wasco county, Clatsop county, Douglas county, San Francisco, Missoula and many other sections are represented in the Hall family this year. The Hall is located in the high and healthful part of Portland, directly opposite the city plaza, and its grounds, though limited to the space of a single block, are sightly and cheerful. It offers the best of educational facilities, the special advantage of city association and culture and the comforts and guardianship of a refined home.

Scarcely less important than this admirable school for girls, is the boy's school, which like it is under the general management of Bishop Morris—the Bishop Scott Grammar School. It opened on Monday with an attendance of boarders larger than for any term within the past five years and with the best prospects for the year. It is a point which business men may appreciate, that the disbursements in Portland of these schools last year was above \$50,000.—*Daily Oregonian.*

Alfalfa, it is found, grows abundantly in Wasco county, and will hereafter form one of the prolific county's products.

Gen. T. R. Tannatt has draughtsmen engaged in making a plat of the new town of Plainfield, three miles this side of Colfax, on the tract recently purchased there by the O. I. Co. There is a beautiful grove of about fifteen acres, which the General purposes to lay off in a city park. On all the towns being laid out by him provisions are being made for schools, parks and public buildings.