

FROM PORTLAND TO ST. PAUL.

We were so many years waiting for direct rail communication with the Eastern States, that most of our residents can hardly realize that in five months from the present writing we shall have "all rail" to the East;—in fact, in a trifle less than three months the Northern Pacific will make its first eastern connection with the Utah Northern railroad, now completed to the mouth of the Little Blackfoot river, and since its completion ceded to the Northern Pacific from the Blackfoot to Deer Lodge. This will be our first "all rail" to the East. It will take us over the N. P. R. R. to Deer Lodge; thence by Utah Northern to Ogden, and then by usual routes East. The trip will necessitate five changes of cars from Portland to New York, and consume eight days. When the Northern Pacific is finished, solid trains will be run, without change of cars, in six days. We have recently passed over the entire route, from Portland to St. Paul, and were gratified to find it by far the most desirable of any of the trans-continental routes. The sleeping cars running over the eastern end, from St. Paul to Livingstone, a distance of 1,100 miles, are marvels of elegance—well ventilated, brilliantly lighted—in short, haven't their equal on any route, East or West. We at first intended to give only a general sketch and a few illustrations of the country the road passes through, but since studying our notes and field sketches, we find it would be an injustice to our readers not to furnish more complete information. Montana alone, at present a sort of *terra incognita*, is larger by far than Great Britain and Ireland combined, or more than twice as large as the six New England states, and has in its 145,776 square miles of territory the nucleus of more wealth than any other locality of similar size in the Union. Before us is a reliable map of Montana. It is seven by thirteen inches. The county of Silver Bow occupies a space on this map so small that it may be entirely covered by a five-cent nickel, and yet the assessed value of this little spot is \$4,106,767, and we are reliably informed that its real value is not less than \$50,000,000. Its county seat, Butte, has sprung up within the last five years. It is substantially built—nearly all brick and stone—has 7,000 inhabitants, and enjoys the electric light and other modern improvements. Helena, the territorial seat of government, unlike all other capitals, is a stirring business place, and is said to be the richest city in the Union for its size, a position heretofore occupied by Hartford, Connecticut, with Portland, Oregon, as second. Benton, an isolated place away up on the Missouri river, has 3,000 inhabitants, a hotel building which hasn't its equal in the Pacific Northwest, and stores which would be a credit to any place. In view of all these facts, and having illustrated and described the trip from Portland to Lake Pend d'Oreille in the August number of this journal, we proceed in this issue with the first two counties in Montana—Missoula and Deer Lodge—through which the Northern Pacific passes after leaving the Lake. In our next we shall have something to say of Butte; then of Helena, and so on, until our readers become familiar with every portion of Montana. This will be of advantage not only to intending settlers, but to residents of Oregon and Washington as well, as it will give them an opportunity to study Montana's wants. For years to come the territory will be one of our very best

cash customers for fruits and vegetables, fresh, dried and canned, and for salmon, oysters, and many other necessities and luxuries. In addition to our descriptions of the country, we have in preparation a series of illustrations of the wonderful scenery along the entire length of the railway, from Portland to St. Paul, which will include the National Park of the Yellowstone, and the *Mauvaisis Torres*, or Pyramid Park, through which the railway passes. These illustrations of scenery will be furnished in a separate number, and will be executed in the very highest style of the art.

DOUGLAS COUNTY, OREGON.

This was the first county peopled in Oregon subsequent to the settlements in the Willamette valley; in fact the Applegates and many others lived in what is now Douglas county, long before the occupation by whites of large portions of the Willamette. The first permanent settlement was made in Yoncalla, a narrow, rich valley in the northern part of Douglas. Soon after this, Scottsburg, on the Umpqua river, was laid out with a view of making it a commercial town and the future entrepot of all the rich region of the southern Oregon.

The present territory of Douglas county has not always been under the government of this county, but was formerly divided into the counties of Douglas and Umpqua, the latter county covering the north half of the region now included in Douglas; and many have been the battles over this county division question, the relation of which by any of the old time politicians would make a most interesting chapter in its history. Umpqua county never erected any permanent county buildings, and its former seat of government, Winchester, is now hardly known to the great body of new comers. Douglas has improved its opportunity to erect valuable and commodious county buildings at Roseburg by the taxes collected from the whole region, yet the ambition for a separate county organization for the northern part under the old banner of "Umpqua," has never been extinguished, and is one of the local questions which has to be delicately handled by the county politicians of both parties, so that neither can gain or lose by the nomination of objectionable county organizers on either side.

TOPOGRAPHICAL FEATURES.

No region of Oregon, or of any country, presents a greater variety or more pleasing landscape than Douglas county, and many correspondents speak of it as the "Switzerland of America." At all times the traveler through Douglas has within his view the most romantic and delightful little valleys hid away among gently rounded hills, beautifully ornamented with scattered and wide branching oaks like those of old England, interspersed here and there with a towering evergreen pine or fir, while sloping away from the outskirts of the valley, rises the coast range, Calapooia and Cascade mountains, shutting the county in on all sides with a seeming impassable barrier clad in the deep green of boundless forests of giant firs. The crooked little valleys separated from each other by the hills of all manner of odd shapes and extensions, apparently pitched down at random instead of heaved up from below, have been the wonder and admiration of every traveler who ever passed through the county on the top of

one of the coaches of the old stage line. And the way the iron horse slips in and out between this maze of hills and valleys, by openings which no traveler can discern from the car window, only heightens the interest in the puzzle and makes him long to get out and see more of this beautiful region.

SOIL, CLIMATE AND HEALTH.

Douglas county possesses a quick, rich soil on the hills and a deep, rich black vegetable loam in the valleys, producing every fruit, grain and vegetable of this latitude. Much of the lands in cultivation has been farmed every year successively for more than twenty-five years, and like other parts of Oregon have never been aided by the application of any artificial manures, and yet, to-day, they produce almost as abundantly as when the virgin soil gave up its first crop. The county contains an area of about five thousand square miles, or three million two hundred thousand acres. Nine-tenths of this vast area is almost covered with the primeval forests, and of the remaining tenth, of open hill, prairie and valley land, not more than one-third of it has ever been touched by the plow. Lands can be had in the county at all prices, ranging from homesteads on public lands for the taking, up through railroad selections at two dollars and a half per acre to the improved valley farms at forty and fifty dollars per acre. Grazing land is abundant and cheap, but valuable principally for sheep. In point of climate, Douglas county possesses attractions over every other section of the Pacific coast. Midway between the "Webfoot" regions of Oregon and the droughty plains of California, and shut in by mountain chains on all sides, and yet so close to the ocean as to be certain of reasonable moisture for crops, and its healthy breezes to dissipate the heats of summer, the Umpqua valleys are free from all storms of wind, severe weather of any kind, and possess that mild, equable climate which so distinguishes southern France from all the rest of Europe. There is no malarious swamps, no malaria, and no prevailing type of disease in Douglas county.

The health of the people of this region is proverbial, and it was many years before the settlers could get a grave yard started.

FISH AND GAME.

The streams are abundantly stocked with salmon which run up from the ocean, and the speckled mountain trout which breed in all the rivers and creeks in the county. Game, too, is yet comparatively plenty. A day's ride to the foothills of the surrounding mountains will bring the sportsman to the grazing grounds of the deer, and in the neighborhood of the black bear. And occasionally along the higher ridges of the mountains a stray "grizzly" may be encountered, although no one is particular about hunting for this dangerous game. The quail, pheasant, grouse, coon, fox, Virginia gray squirrel, panther and wolves, both large and small, can be found in sufficient quantities to make their hunting real sport, while a few beaver yet linger along the water courses, and wild geese are plentiful during the winter season.

FORESTS AND STREAMS.

All sections of Douglas county are fairly supplied with timber for farm use, while the surrounding foothills and mountains are heavily covered