A large number of lots have been sold, and the boom will soon strike it.

Horse Plains is now an exceedingly lively town, Horse Flams is now an exceedingly intery today being the transfer station for freight and pas-sengers going eastward. It will probably con-tinue to be a place of considerable importance after the railroad terminus has been taken away, as there is much good farming land around it, and it is well situated as a shipping point to the Flathead lake region.

Quite a town is going up at Paradise, and sev-eral stores have been taken there from Last Chance.

Livingston shows more business and population than ever. Work on the Park branch serves to keep things lively there. It will be an im-portant point in overland travel. The *Tribune* enumerates four hotels, seventeen business structures and a freight depot, as among the buildings just finished or in process of construction. Since the fiftcenth of January, at which time there were 181 buildings in the portion of the town known as Clark City, sixty foundations have been laid and a majority of the structures completed. Two million brick are being made for the railroad round houses.

Billings is an enterprising city and its citizens liberal and energetic. The M. & M. L. & I. Co. has offered to reconvey to the Northern Pacific 12,000 acres of the best land in Clarke's fork bottom, if the company will locate at Billings the principal machine shops for the central por-tion of the read tion of the road.

Missoula has incorporated under the act of the late legislature. It will be reached by the railroad in a few weeks.

A ditch to carry 1,500 inches is being built for irrigating purposes to within three miles of Deer Lodge. It will probably be extended to supply the city with water.

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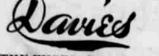
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From San Francisco Leaving Spear St. Wharf at 10 A. M. as follows:	From Portland. Leaving Ainsworth Dock at 12 midnight as follows:			
Columbia Thu. May 3	Oregon Wed. May 2			
QueenSun	State			
State	Queen Fri "11			
Columbia Tue "	Oregon Mon. "14 State			
Oregon	ColumbiaSun., "20			
State Thu "24				
ColumbiaSun"27 Oueen	Oregon Sat "			

RAIL DIVISION.

On and after March 18, 1883, transfer steamer leaves Ainsworth dock, Portland, at 7:20 A M., con-necting with train at Albina 8:00 A M. for all points on upper Columbia and N. P. R. R. Arrive at Wallula Junction at 7:30 P. M., Walla Walla at 9:35 P. M. and Dayton at 12:30 A. M. Returning arrive at Albina at 6:10 P. M., and Portland at 7:30 P. M. Trains run daily, except Sunday; connect at Wal-lula Junction for Points on Northern Pacific Rail-road.

road. Through Sleeping Cars from Portland to Dayton, W. T., and to points on Northern Pacific Railroad. Pullman Palace Cars running between Portland, Walla Walla and Dayton.

MIDDLE COLUMBIA RIVER DI-VISION.

Boat leaves Portland for Dalles at 7 A. M. Boat arrives at Portland from Dalles at 5 P. M. DAILY, EXCEPT SUNDAY.

PORTLAND AND ASTORIA FAST LINE. Steamer WIDE WEST leaves Portland at 5 A. M. Returning, leaves Astoria at 1 P. M., daily, except Wednesday. Portland passengers can go on board at 9:30 P. M.

ALSO

Leave Postiand for	Mon.	Tues.	Wed.	Thur.	Fri.	Sat
Astoria and Lower Co- lumbia Dayton, Or	6 A. M.	6 A. M.	6 A. M. 7 A. M.	6 A. M.		6 A. M.

NARROW GUAGE DIVISION.

East Side. BETWEEN PORTLAND AND COBURG, via 0. & C. R. R. to Woodburn. On and after Sunday, April 1, 1883, Trains for Coburn leave Portland at 7:30 A. M. on Mondays, Wednesdays and Fridays.

West Side.

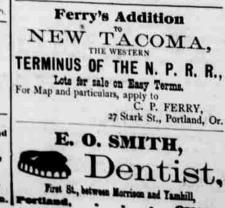
BET. PORTLAND, SHERIDAN AND AIRLIE, via 0. & C. R. R. to Whites, Leave Portland at 9 A. M. Returning, leave Airlie for Portland at 6:05 A. M.

Freight for all points on Narrow Guage Division will be received and forwarded by the 0. & C. R. R., East and West Side Divisions, respectively.

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