

STOCK.

Fifty dollars per head are being refused for beef cattle in Grant county, Oregon.

A stock farm in Crook county, Oregon, consisting of 2,300 acres of land, 7,000 sheep, 1,000 horses and cattle, and farm implements, was recently sold for \$70,000.

A band of 146 cattle in the Yakima country was recently sold for \$69 a head. At such prices it would seem as though every farmer would find it profitable to raise a few cattle for the market.

At least twice the usual amount of capital will this year be invested in sheep in Northern Montana, in the region tributary to Benton. Great attention is being paid to the improvement of flocks.

The Snohomish, Skikomish and Snoqualmie valleys are spoken of as capable of supporting cattle enough to supply the markets of Puget sound. In the old logging districts the grazing land is excellent, and will no doubt soon be utilized.

There is no better food for fattening hogs than the camas. It grows in damp, marshy ground, and upon the sides of mountains where the soil is rich and moist. It spreads rapidly and is hard to kill out. Farmers would find it to their advantage to plant small patches of camas for their swine.

The attention paid to importing and breeding Percheron horses in Rogue river valley is making that region the best place in Oregon to secure work horses. The advantage of raising high-priced horses is too evident to need comment. It costs but little more and they sell for three times as much as the ordinary scrub.

The great increase in the price of beef has given an unusual impulse to the stock industry in Montana, Idaho and Eastern Oregon. The construction of railroads has also an important effect upon the business, cheapening the transportation and placing cattle in the market in better condition. Large drafts have been made for eastern shipment, especially in Oregon and Washington, so as to reduce the present number on the ranges materially; but new men are embarking in the business, new ranges are being occupied, and a great increase is sure to follow. The settlements for agricultural purposes are gradually curtailing the ranges in many localities, and this must result in the practice of keeping smaller bands. Each farmer can engage in the business in a small way and the aggregate number of cattle be un-reduced.

The New York *Sun* speaks as follows of an industry which we firmly believe will be established within a few years:

"The experiment of shipping dressed beef from Chicago to the east has been watched with considerable interest by persons extensively engaged in cattle raising in the far west, especially in Montana Territory. It has yielded results so satisfactory to its promoters that the plan of slaughtering cattle on the great ranges in Montana, where they are fattened, and sending the beef in refrigerator cars to New York and New England is now seriously talked of. It is held that there are two reasons why the Chicago dressed beef is not in perfect condition when it arrives in this market: First, the cattle on their arrival at the Chicago yards, though in better condition than if they had made the longer journey to

New York, are not fit to be killed; and secondly, no refrigerator car has yet been invented which preserves the evenness of temperature necessary to keep the dressed beef in perfect order. Persons claiming to be informed as to the needs of the business say that a refrigerator car which should wholly answer the purpose for which those cars are designed would be worth at least a million dollars to its inventor, and they believe that with inducements so great it will not be long before an almost perfect refrigerator car will be made. With such a car, they say, beef slaughtered in prime condition on the Montana ranges may be delivered in New York in a state which will do away with all the objections now raised against the beef that is sent here from the Chicago slaughter houses. The greatest obstacle, then, to the success of the project, it is said, would be the opposition of the great firms who are in that line of business in Chicago, so great that persons interested in the project say they would be compelled at first to do business through those houses and give them the lion's share of the profits. It is difficult to understand why, other obstacles being removed, the cattle raisers in Montana cannot find a way of sending their beef through to New York in refrigerator cars without paying tribute to the Chicago men. Anything that would cheapen the price of wholesome beef in New York would be a blessing to this great city. To the men who need it most, to give them strength for work, it has already become a luxury almost beyond their means."

Temporarily, at least, the shipment of dressed beef, instead of live stock, would materially reduce the freight receipts of the railroads unless a high tariff be charged; but we are of the opinion that the building up of this industry will cause a development of incidental freight traffic that will far exceed in amount the present shipment of live stock, and we think the railroads will take this view of the subject.

Enormous bones are constantly being unearthed along Hangman and Pine creeks, in Spokane county, W. T. Tusks twelve feet long and eight inches in diameter have been found in the mud surrounding a large spring. They disintegrate rapidly when exposed to the elements.

A new mud geyser has been discovered on Pelican creek, two miles east of Yellowstone falls. It is surrounded by numerous hot springs, and when in action large masses of mud are thrown high into the air. The force at times must be terrific, as the trees in all directions for a distance of seventy-five yards are covered with mud.

Dhawalgiri and Kuchinjinga, each about 28,000 feet high, were considered the highest peaks in the world until Mount Everest was discovered and shown to have an altitude of 29,002 feet. These are all in the Himalayas. Recently Mount Everest has been dethroned by the discovery of a peak in the island of New Guinea 32,786 feet high, which has been appropriately christened Mount Hercules.

Pompey's pillar is the name of a column of sandstone 400 feet high, on the Yellowstone river, near Billings. It was named by Captain Clarke the great explorer, and bears the following inscription carefully cut in script letters; "William Clarke, July 25, 1806." General Anderson, of the Northern Pacific, has ordered the name to be protected by a frame faced with glass.

THE SIUSLAW.

A gentleman who has visited and surveyed the Siuslaw country, and is well acquainted with that region from personal observation, has kindly furnished us the following for publication:

The Siuslaw river, flowing in a westerly course, empties into the Pacific ocean in latitude 43° 58' north. Its principal tributaries are the North Fork and Lake creek, both of which enter from the north. The former enters below the head of tide water, and the latter seven miles above, and are nearly equal in size to the main stream at their junction. Tide water extends up the Siuslaw twenty-five miles, and the volume of water flowing in at the head of tide, is about 3,000 cubic feet per second. The width of the river at the mouth, is one-third of a mile. Passing up stream, the channel gradually widens for four miles, forming a small bay, three-fourths of a mile wide. Thence it gradually narrows to the head of tide water, where it is thirty rods wide. The channel is free from mud flats or drifts and is confined within smooth, permanent banks.

The average depth of water, in the distance of twenty-five miles of tide water, is forty feet, and there is but one point where the depth is less than twenty feet. This point is situated fifteen miles up stream from the mouth, and here fourteen feet of water are found at low tide, or twenty feet at high tide. At the mouth of the river, on the bar, there are thirteen feet of water at low tide, or from eighteen to twenty feet at high tide. The distance from deep water inside, to deep water outside the bar, is very short, only about five hundred feet. The entrance here is peculiarly easy, from the fact that the channel extending from deep water to deep water, runs out to sea at right angles to the line of the breakers, so that a vessel in entering is not thrown sidewise to the breakers and consequently not in danger of being beached. The character of the country along this river is mountainous and densely covered with forest and undergrowth. Immediately along the river and the tributaries, there are numerous small level valleys or bottoms of the most fertile soil, suitable for the production of fruit, vegetables and the cereals. The hills are all of sufficient fertility to subserve grazing purposes, and there are many good locations for dairies to be found here, when the country is once opened. The forests of timber valuable for lumbering purposes are very extensive, and the tributaries of the Siuslaw river, spreading, as they do, over a large area of country, afford better means for floating logs to market, than is found at any other harbor along the coast of Oregon. The lumbering interests here, alone, are of ample importance to warrant the opening of the country, and as an example we may look at the lumber trade and shipbuilding carried on at Coos Bay.

Salmon fishing is engaged in here during the months of August, September and October, and with reasonable development would afford an exportation of \$100,000 worth of salmon each season. Although the fishing was but meagerly carried on last season, about \$25,000 worth was packed and shipped. By the way of this stream there is quite a natural outlet from the Willamette valley to the coast, there being a pass through the Coast Range of mountains, the highest point of which is one hundred and seventy-five feet above the general level of the country. In view of the natural wealth here it would seem, that the opening of the Siuslaw harbor merits a due proportion of the public attention.