



THE land of Clatsop County, as it is improved, increases greatly in value. It is not adapted for wheat, but is admirable for root crops, oats, and, above all, for grass land and dairy products. The rivers—Lewis and Clarke's, John Day's, Young's and Klaskanine—afford excellent communication to thousands of acres of splendid land, which, when once reclaimed, will prove a never-failing source of wealth to its owners. Near Clatsop, for instance, is a tract of land that has been dyked by D. K. Warren, on which he has raised 100 bushels of oats to the acre. The value of such a piece of land for stock cannot be overestimated. The country on the south side of Young's River is equally good. F. Bartoldes, J. G. Nurnburg and others have fine places. W. E. Dement has about 600 acres on Lewis and Clarke's, about seven miles from here, which is illustrative of what can be done. The process of dyking it is apparently expensive—\$20 an acre—but its great fertility and closeness to a good market justifies the outlay. Fifty acres that he has dyked this season have been seeded in timothy, and ought to support forty cows. If all that we hear about the profit in cows is true, a man that can raise grass for thirty or forty cows has a good business. A party to which we refer says that one cow which he owns gives him milk and butter sufficient for his family, and he sells sixty cents worth of milk a day beside. Farther south are large tracts of bottom or "brush" land. This brush land is hard to clear. It costs comparatively nothing, but takes an average outlay of \$100 an acre to get it ready for cultivation. Every valley and water course in the county has an abundance of this land, and in time it will all be taken up and tilled. The cultivation of the soil and the production of dairy products will go far toward settling the present problem of high prices and limited supply.—*Astorian*.

The Dalles has always been an important point in the commerce between Portland and the vast grain, mineral and grazing region lying east of the Cascade Mountains. All freight passing either way by steamer was reloaded there in former days, and now that the railroad passes up the river it seems to have lost none of its former importance and prosperity. The approach on the west is over a long series of trestle-work, from which the view of the city, as shown in our engraving, imparts a most favorable impression. This is fully confirmed, upon a closer inspection, by its streets, stores, hotels, machine shops and general business-like and prosperous appearance. The Dalles is the gateway of the Cascades, and receives toll from the two great empires on the east and west.

Canyon City, the county seat of Grant County, has been one of the leading mining camps of Oregon since 1861. It lies on Canyon Creek, a tributary of John Day River, on the western slope of the Blue Mountains. The quartz and placer mining interests of this region are quite

extensive, while further south in the same county are grazed vast bands of cattle, and from these industries the city enjoys a steady prosperity. It is connected with The Dalles by a daily line of stages. Its picturesque location, as shown in our engraving, and its healthful climate render it a pleasant place of residence.

The new town in Rogue River Valley, which is to be the railroad shipping point for Jacksonville, is called Medford. Considerable building has already been done and more is in progress. Several business houses have located there, much activity is displayed in the sale of lots, and the appearances indicate the growth of a town of considerable importance. Phoenix, further south, has awakened into new life under the influence of the railroad, and displays symptoms of future growth.

During the past year \$543,850 were expended in Astoria in new buildings and improvements, and nearly the entire sum was for the increase of business facilities or the addition of conveniences necessary in a city. Gas works, water works and a handsome school house are among the leading improvements.

A coasting steamer 136 feet long, with a capacity of 400 tons, will be constructed this spring on the Coquille River. It will ply between the Coquille and San Francisco and other coast ports.

The *Portland Commercial Herald* makes its appearance with a neat cover and is enlarged to twelve pages. Its value is daily becoming better appreciated in commercial circles.

The *Washington Enterprise*, E. L. E. White, editor, has made its appearance at Forest Grove. Its initial numbers give promise of an excellent paper.

A grain elevator, 40x60 feet, with a capacity of 60,000 bushels, will be erected in Silverton in the spring.

A new traction engine for farm work has been invented by D. L. Remington, of Woodburn.

PARTIES contemplating a trip to Europe or visits to the hundreds of pleasure resorts in America, should communicate with or call upon Messrs. Leve & Alden, No. 207 Broadway, New York. This is an old and substantial agency for the convenience of travelers, and the firm makes a specialty of preparing routes for tourists and acting as agents for travelers. Branch agencies are established in all the leading cities of the Union. The *Tourist Gazette*, published by Leve & Alden for \$1 per annum, is an illustrated monthly magazine, containing much valuable information for travelers.

THE *Illustrated Australian News* is one of the few publications that are of interest to the people of every country. Especially will Americans who desire information about Australia and her affairs find the *News* a valuable guide. Its illustrations are representative and artistic, and its contents complete in every department.