

branch of the Northern Pacific. The town site is eighteen miles from Texas Ferry, and so situated as to command the trade of Lower Union Flat, Upper Willow Creek, Alkali Flat and the country south and west to Snake River. In harmony with its prairie surroundings it has been christened "Pampa."

The firm of L. F. Dearborn & Co., who are large owners of real estate in Seattle, W. T., where they may be addressed, have been instrumental in securing the investment of a large amount of capital in the Northwest. They possess the confidence of moneyed men in New England, especially in Massachusetts, for whom many investments have been made. Parties desiring to purchase real estate are advised to correspond with them.

Colonel Wilson, who has located several irrigating ditches in the vicinity of Yakima, W. T., has located a large ditch in Kittitas County. It is proposed to take water from the Swauk or Cle-el-um in quantity sufficient to irrigate the whole of that large body of excellent land lying in the northern and eastern portions of Kittitas Valley. Every ditch built by capital opens thousands of acres to the occupation of settlers, and, in return, each settlement made adds to the revenue derived from the ditch.

The Southern Oregon Improvement Company has begun work on an extensive scale at Empire City, the Coos Bay terminus of their road. Four pile drivers are being used at one time in driving 4,000 piles to form a foundation for docks, warehouses and a large sawmill. The mill will have a daily capacity of 120,000 feet of lumber, and will be 72x400 feet and two stories high. The company is making preparations for extensive operations in Coos County, and will materially aid in developing the timber and coal resources of that region.

The movement of cattle from Texas and the East to the ranges of Montana is even greater this year than it was last season, when more than 30,000 head were thus added to the herds of that Territory. A few weeks ago a single drive of 6,500 passed through Miles City on their way from Texas to the North Yellowstone. They had been taken by rail as far as Cheyenne, and then driven the remainder of the distance, only 500 miles, and were in prime condition. Much fear is expressed that the ranges will become overstocked, and that new cattle will suffer in the winter, having a limited range, and not being as skillful as the native stock in "rustling" for bunch grass in the snow. This seems, however, confined chiefly to the old stockmen, who do not desire to be crowded by new-comers.

The city of Blaine has been laid out on Semiahmoo Bay, adjoining the boundary line of British Columbia. This is another candidate presented by Whatcom County for the position of metropolis of Puget Sound, and has been laid out on a scale commensurate with its aspirations for future greatness, the platted area covering a tract of 2,000 acres, or three square miles. It is announced that a syndicate of capitalists has been organized to construct a railroad from that point to a connection

with the Northern Pacific in Eastern Washington, following up the valley of the Nooksack, crossing the Cascades north of Mount Baker, and following down the Wenatchie and across the Big Bend country to the Northern Pacific. This route traverses a magnificent timber, mineral and agricultural region, and furnishes a much needed outlet to a country of great resources now rapidly settling up. It will be far more interesting to hear of work actually commenced than to be regaled with a rehearsal of great things projected by an indefinite syndicate.

It is stated by Engineer Phillips (late of the Northern Pacific Railroad) that no fewer than 20,000 elk, antelope and mule deer are slaughtered every winter in Minnesota, Montana and Wyoming alone. There is every prospect that three of the noblest game animals on the American continent will soon be extinct. Elk, which formerly ranged from the Middle States to the Pacific, are now never found east of the Missouri River. Twenty-five years ago they were plentiful in Nebraska and Kansas, but civilization has driven them into the dense and uninhabited regions of Minnesota and the northern Territories. The hide hunters effect the most sweeping destruction. The average price of an elk skin is \$3. The hide hunters use repeating rifles, and frequently kill from six to twelve elk in a herd before they get out of range. Mr. Phillips affirms that besides the slaughter of the animals named, in the year 1882 more than 25,000 buffaloes were killed for the traders between the Yellowstone and the headwaters of the Little Missouri.—*Ex.*

The freight war in the Black Hills has finally been terminated in favor of the shippers, who have found relief through the Northern Pacific. Formerly all goods for that region were taken to Pierre by the Northwestern and Milwaukee roads, and forwarded from that point by wagons controlled by a combination. By monopoly of the only route open freight was forced up to four cents per pound from Chicago to Deadwood, and as the annual traffic amounted to 40,000,000 pounds, the total freight charges were simply enormous. The merchants organized the Black Hills Shippers' Association and looked for another outlet. This has been found in the Northern Pacific and Chicago, Rock Island & Pacific, the latter reaching St. Paul from Chicago over the Albert Lea route. The Northern Pacific Forwarding Company was organized, which established a through rate of \$2.75 per hundred from Chicago to Deadwood. The reduction was met by the old combination, and this producing no effect a cut to \$2.25 was made. Even this tempting bait found no biters, the association being determined to adhere to the new route under all circumstances as the only permanent guarantee of reasonable freight charges. There has been a lively war in progress between the towns of Dickinson, Medora and Belfield to secure the trans-shipping business, which has finally been settled in favor of Belfield. The distance from the successful town to Deadwood is 178 miles. It lies just east of the Bad Lands (Pyramid Park), ninety miles from Glendive and 130 miles west of Mandan.