

THAT the needs of the Northwest and Pacific Coast generally are not recognized by Congress is made evident by many acts of that body—sins of omission, as it were. This neglect arises, of course, chiefly from the fact that our representation is small, while our vote is still smaller. Washington, Idaho, Montana and Dakota, all rapidly increasing their wealth and population, are still in a territorial state, and have no representation in the Senate whatever, while to the House they each send one Delegate, who can talk, if he knows how, but cannot make his presence felt with a vote. This neglect is especially galling in the matter of appropriations for river and harbor improvements. Streams in the East that Nature never designed for highways of commerce, in a region where a multitude of railroads render waterways of but relative unimportance, receive appropriations that should be bestowed elsewhere. Congress certainly does not put these sums where they "will do the most good" commercially, however judiciously they may be apportioned in a political sense. The business men of the Northwest have taken this matter in hand, and in a few weeks delegates from Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Nebraska, Dakota and Montana will meet in convention at St. Paul, to consider the means of securing adequate appropriations for the improvement of the upper Mississippi and Missouri. This movement is in the hands of the St. Paul Chamber of Commerce, and it would seem a wise move for our commercial organizations to endeavor to have Oregon and Washington included. Such a united effort will certainly produce good results, and we can by lending them our assistance procure their powerful aid in obtaining the appropriations needed for our own rivers and harbors. The topography of this region is such as to prevent it from ever becoming gridironed by railroads as is the East, and for that reason the improvement of our waterways is a question of vital importance. This is something our Eastern friends do not realize, and it behooves us to impress it upon their minds.

It is doubly gratifying to know that while throughout the United States generally the wheat crop will be far below the average, Oregon and Washington will produce a larger crop and have a greater surplus for shipment than ever before. The twofold gratification arises from the great stimulus business will receive and the favorable notice we must necessarily attract in those regions from which our most desirable immigration comes. The intelligent farmer of the Mississippi Valley, as he contemplates his field of winter wheat averaging only from 42 to 60 per cent. of a standard yield, and then learns that Oregon and Washington average 101 per cent. for wheat, 102 per cent. for rye and 100 per cent. for barley, while at the same time meadows and pastures show a condition of 101 and 102 per cent., cannot but feel a strong desire to dispose of his possessions and with his accumulated means secure a desirable home in this favored region; and this desire must grow as the cold winter closes in upon him and he reads of the warm rains and gentle breezes of the Pacific Coast. Montana, though

not yet a producer of wheat for the general market, has none the less a considerable acreage of grain, all in a most promising condition, while her meadows and pasture lands are above the average. The time will come when the thousands of acres of table land in Montana will be yielding wheat for shipment, and the condition of her crops the present year is a sure indication of what may be depended upon. The time is rapidly approaching when every acre of available land in the Pacific Northwest will be placed under cultivation, and there never will be a more favorable opportunity than the present for the Eastern agriculturist to secure a desirable portion.

FORTUNATELY reduction works in Portland would not be dependent upon the ore of any one locality or the whims of any single transportation line. In Southern Oregon, Jackson, Josephine and Douglas counties have ledges upon which drafts can be made; the newly discovered ledges of Tillamook, Columbia and Clatsop counties would contribute their share; the older and better known lodes of Grant, Baker and Union counties, in Eastern Oregon, could be called upon for a liberal supply; the ledges of Yakima, Kittitas and Stevens counties, in Washington Territory; the many old and many new lodes of Idaho, and even Western Montana, may be depended upon. Take, for instance, the case of Missoula, about whose mines we speak on page 225. The Northern Pacific has fixed a rate from Wallace to the Wickes Smelters, near Helena, of \$5 per ton for ore. The haul is quite a long one and up a steep grade. The haul to Portland is, to be sure, still longer, but the grade is in favor of this city, and a rate as low as \$8 at least ought to be secured. Both Helena and Butte City have taken hold of the question of providing smelters for the treatment of ores produced from their numerous smaller mines. Near each of those cities are numerous good ledges but partially developed, or owned by parties without sufficient capital to erect works of their own. With works at which they can sell their ore or have it reduced at custom rates, the owners of such claims will be able to add much to the bullion product. Portland must arouse herself and take decided action in this matter.

THE time is rapidly approaching when another great line of railroad will span the continent. By the 1st of January, it is estimated, the great Canadian Pacific will have the gap of 180 miles in the Rocky Mountain division closed, and will be ready to compete for through freight and passenger traffic. Already the trip from Montreal to Victoria can be made in ten days, including a stage ride of 104 miles. The completion of this road will be of great benefit to British Columbia, more especially in the impulse it will give to the settlement of her thousands of acres of agricultural lands, and the development of her stock, lumbering and mining interests. To Great Britain, in the event of a war with Russia, this road might prove of incalculable benefit, and no doubt this fact had much to do with the recent additional assistance the company received from the Dominion Government. Strong com-