

THE NEW TEA ROUTE.

THE arrival in Tacoma of a cargo of tea from Yokohama is of sufficient importance to the people of the Northwest and the commercial world generally to render the illustrations of the event given on another page of peculiar interest. It is a new departure in Pacific commerce, the beginning of what will, in a few years, be a most radical change in the routes of Asiatic trade. It is but natural to suppose that such a great transcontinental line as the Northern Pacific, possessing accessible harbor terminal points, should strive to secure a portion of the freight reaching the Coast for transportation across the continent. In order to do this it became necessary to make special arrangements, since otherwise commerce would continue to flow in its accustomed channels. Accordingly, a few months ago, the company opened negotiations with importers of Japan tea, which resulted in the shipment of a cargo from Yokohama, consigned by ten firms of that city to various houses in Chicago, St. Paul, New York, Albany and other cities. The total shipment comprised 22,475 chests of tea, weighing a total of 1,800 tons. The bark *Isabel*, of Windsor, N. S., Capt. James Hows, which had been lying in the harbor for several months, was chartered and loaded within thirty days. She sailed on the 4th of July, encountered no extremely severe weather, and on the 4th of August sighted Cape Flattery without having seen a strange sail during the voyage. Stopping at Port Townsend to attend to the formalities of the custom house, she proceeded up the Sound to Tacoma, in tow of the tug *Goliath*, where she immediately began discharging her cargo.

The first chest of tea was sent by the Northern Pacific Express by Collector Beecher to the Collector at New York as a sample, the remainder being forwarded by special fast freight. The whole cargo required ten freight trains, the first of which pulled out from Tacoma on the 9th and reached New York on the 17th, making the journey of 3,378 miles in eight days and four hours. This is the fastest time ever made by a freight train from ocean to ocean, being an average speed, including all stops, of 17.38 miles per hour. On each car was fastened a placard bearing the inscription: "First shipment 2,000 tons tea from Japan, via Tacoma, Portland, O. R. & N. and N. P. R. R. Co.'s. Cargo ship *Isabel*."

The morning after the *Isabel* arrived, and continually during the time of discharging cargo, the wharf was visited by hundreds of people, who were curious to see this pioneer ship of the Asiatic trade. Well might the people of Tacoma feel an interest in the event and a just pride in the busy scene the dock presented. For years they had been waiting in confident expectation of such a scene, their hope unshaken by the incredulity and often-expressed sarcasm of rival ports. It had been so evident to them that the Northern Pacific would open such a route of commerce by way of its Puget Sound terminus that, during the two years which had elapsed since the road was completed, their confidence in the final realization of this hope never failed. It was natural, then, that the arrival of the *Isabel* should excite consid-

erable interest as a harbinger of a numerous fleet which shall in a few years seek the shores of Commencement Bay to heap their cargoes upon the then numerous wharves of Tacoma.

So successful an inauguration of the new movement cannot be otherwise than highly encouraging to those most interested. It may safely be said that the practicability of the route has been demonstrated, and this is sufficient assurance that it will in the future be quite extensively used. Until now San Francisco and the railroads terminating there have enjoyed a monopoly of the Asiatic trade reaching our shores; but they will do so no longer. They must surrender a fair portion to their northern competitors. The Canadian Pacific, also, will compete for such trade soon after the road is completed; and in future, instead of seeking one port, Asiatic commerce will enter at least four—San Francisco, Portland, Tacoma and the terminus of the Canadian Pacific.

MONTANA'S NEW GOVERNOR.

THE best illustration possible of the wisdom of selecting Territorial officials from among the citizens of the Territory itself is the recent appointment of the Hon. S. T. Hauser as Governor of Montana. This gentleman, a native of Kentucky and fifty-one years of age, is one of the foremost business men of the Territory, a man who has for years labored to advance its interests and develop its resources. He was one of the pioneers of 1862, and two years later was a member of the delegation of three who went to Washington and secured the creation of Montana Territory, with the material interests of which he has since been more closely identified than any other man. He has taken a most prominent part in developing the mineral resources of the Territory, establishing the first smelter, erecting the first silver mill, and organizing the First National Bank at Helena, of which he is the president, also the first National banks at Missoula, Benton and Butte. To his enterprise and liberality Helena, his place of residence, owes much of her prosperity. He formed the Helena Reduction Company, which owns the extensive smelters and mines at Wickes, and graded the twenty-mile branch road which connects Wickes with Helena. He was also mainly instrumental in inducing the Northern Pacific to adapt the route by way of Helena and Mullan Pass, thus securing for the capital the main line of that great road. A man of ability, integrity and enterprise, and thoroughly familiar with all the needs of the Territory, he will render Montana even greater service as Governor than he has as a private citizen. THE WEST SHORE presents his portrait, surrounded by scenes midst which he has lived, including the Prickly Pear Valley, in which Helena is situated.

HEALTH, like success in life, is to be gained by paying attention to details. More can be done to check cholera by keeping houses clean than by using tons of disinfectants. It is man's perversity in departing from Nature's teachings that leads to disease. Nature prescribes fresh air, sufficient plain food, pure water and exercise.