

county seat is at Wasco. It was named in honor of Gen. W. T. Sherman, following a custom quite common in this state. Fifteen of the thirty-one counties are so named. Benton and Lane perpetuate the names of Missouri's two great senators, who did so much for Oregon in the pioneer days. Lane and Marion both honor Gen. Joseph Lane, the "Marion of the Mexican War," and Oregon's first territorial governor. Curry receives its name from George B. Curry, governor of Oregon during the great Indian wars of 1855-6. Polk represents President James K. Polk, during whose administration United States authority was extended over this region. Washington, Douglas and Jackson have an obvious origin, as also have Grant and Crook. Baker was named in honor of Col. E. D. Baker, Oregon's greatest representative on the floor of the United States senate, who fell in the Union cause at Ball's Bluff, early in the war. Gilliam bears the name of Col. Cornelius Gilliam, who was killed by accident within its limits in 1848, while commanding the regiment of volunteers invading the Cayuse country, to punish the murderers of Dr. Whitman. Morrow was named in honor of J. L. Morrow, one of the pioneers of that region. Of the other counties, Clatsop, Tillamook, Columbia, Multnomah, Clackamas, Yamhill, Coos, Klamath, Wasco, Umatilla, Wallowa and Malheur all have located titles pertaining to some geographical feature. Lake was so named because of the numerous lakes within its limits, and Josephine in honor of Miss Josephine Leland, a pioneer of early gold mining times. Union alone represents a mere sentiment and not a tangible person or object, and a sentiment that can not be too strongly impressed upon the minds of both old and young.

IMPROVEMENT OF THE UPPER COLUMBIA.—The Upper Columbia is undergoing important improvements in British Columbia. Besides work now under way, a petition from the Yale-Kootenay district is now being signed for the improvement of the channel of the river between the Canadian Pacific crossing, at Revelstoke, and the United States boundary. The distance is about two hundred miles, which includes one hundred and ten miles of lake navigation, and the whole is navigable at high water. At other stages of water the channel is more or less obstructed by gravel bars, which occur chiefly within the first twenty-five miles below Revelstoke. There is a bad rapid one hundred and forty miles further down, immediately above the junction of the Kootenai and Columbia rivers, caused by bowlders strewn diagonally across the river. This latter, it is believed, can be improved by straightening the channel. The other obstructions will require dredging, or wing-damming, as they generally occur near the head of false channels. So far as known, there is no obstructive rock in place in the river bed. These improvements are urged, less from local reasons than upon considerations affecting the industries and commerce of Canada. The southern sub-division of West Kootenai district is now known to be one of the most extensive and valuable gold and silver mining regions in Canada, and is being rapidly developed. The whole trade of that region, in merchandise inwards and ore outwards, is going to the Northern Pacific, via Bonser's ferry, and strenuous efforts are being made to keep it on that route. Successful competition on the part of Canada can not be hoped for without a railway of about thirty miles in length from Kootenai lake west to the Columbia river, connecting with steamers to Revelstoke, on the Canadian Pacific railroad. This railway is about to be constructed, with a steamboat service, and the necessary complement is, such an improvement of the river as shall enable steamboats to run conveniently during nine months of the year, or for the longest period that the absence of ice will permit. A valuable trade

with the mining districts of Metalline and Colville in the United States, also, may spring up on this waterway when improved. The newly projected line from Spokane Falls to connect with Upper Columbia river navigation and thus with the Canadian Pacific will give Spokane Falls a hold on some of the ore business as well as the trade of an important domestic mining section.

NEW ENTERPRISES AT TACOMA.—The bustling "Terminal City" seems to inaugurate a new enterprise of some kind nearly every day, not a few of them being of much importance to the general welfare of the entire northwest, such as reduction works, elevators, etc. Among the most recent projects are the following: The Tacoma & Lake City Railway & Navigation Co. has been incorporated to build a railroad from some point on the sound near Tacoma to American lake, the beautiful pleasure resort a few miles from the city, where the Lake City Land Co. has laid out a town site. The end of the railroad will be connected with the city by a ferry line. The Northwestern Soap Co. has erected a factory at Scott's station, on Hunt's Prairie addition to the city. The Puget Sound Bedding & Supply Co. has been incorporated with a capital stock of \$50,000.00, and will engage in the manufacture of mattresses and other bedding materials. The North Tacoma Improvement Co. has incorporated with a capital stock of \$100,000.00, for the purpose of operating a ferry line between Tacoma and Maury's island and Quartermaster harbor, to connect the city with a new town site which has been platted on Vashon island. The Michigan & Maine Lumber & Milling Co. has been incorporated with a capital stock of \$100,000.00, to manufacture lumber and furniture and engage in mining. Another manufacturing enterprise is that of the Superior Paint Co., which has moved its plant from St. Paul to Tacoma, and will engage largely in the manufacture of putty, mixed paints, refined oils, etc., and deal extensively in paints, oils, sash, doors, etc. Capitalists from Milwaukee and Minneapolis have united with Tacoma gentlemen in organizing the Security Bank, with a capital of \$100,000.00, which will begin business early in the summer. Plans for the new Methodist university building have been adopted by the building committee, and active building operations have been commenced. The edifice will cover a space of sixty by one hundred feet in size, exclusive of tower and projections, and will be three stories high, of Romanesque style of architecture. The basement will be of brick, with cut stone trimmings, and the three stories of broken ashlar, the entire edifice costing \$65,000.00. The Sumner Manufacturing Co. and the Mount Tacoma Manufacturing Co. have been incorporated and will both engage in the manufacture of lumber, sash, doors, blinds, etc.

ALASKA COD FISHERIES.—Governor Swineford, of Alaska, in one of his letters to the *Alaskan*, thus speaks of the cod fishing industry of that region: In addition to an incipient mining industry, there is still another which I have only vaguely hinted at, which is destined to make either Unga or some other point in this immediate section a place of great importance. I allude to the cod fisheries. This fish, though found all along the coast from the southern boundary to Behring's strait, is, perhaps, found in greater numbers on the banks lying to the eastward of the Shumagin islands, or if not so, the fishermen give these grounds the preference because of their close proximity to harbors which are not only safe but easy of access. It is just possible that other localities may in time be accorded equally favorable consideration, but certain it is, that the time is coming, and that, too, in the not far distant future, when the