

has a river frontage of about twenty-five miles, and extends south over seventy miles. The southern part of the county is in a spur of the Blue mountains, and no portion of it is level plain. The northern portion is heavily-rolling sage brush and bunch grass land, and is not safe pasturage during the dry season. In spring and fall stock find good grazing in most places, but during the dry months of summer animals push back to the snow line in the mountains, where grass is fresh and green and water plenty. Arlington is situated on the Columbia, in the mouth of a dry ravine descending to the river. It is sheltered by high hills on three sides. It has some seven hundred inhabitants, a large portion of whom are interested, in one way or another, in stock raising, which is the chief business of that region. There are large warehouses for wool and grain storage. Great numbers of sheep, cattle and horses are annually shipped from that station to markets east and west. The town has two banks doing a prosperous business, schools, churches, court house, etc., a local newspaper, the *Times*, and the main street is lined with very creditable business structures. Stage lines lead to points in the interior southward. The volume of business transacted at Arlington is unusually large for a town of its size, even in its favorable location, and it is having a healthy growth. Gradually people are settling in the interior and find that the dreary desert so much talked of is capable of making good farms when intelligently handled. The range is being reduced, however, in proportion as the land is being put under cultivation.

To the east of Gilliam is Morrow county, a little larger than Gilliam, and probably more generally developed. It possesses the same physical characteristics. Its capital and chief town, Heppner, is located south of the center, and there is a good deal of farming done throughout the county. Its stock interests, however, are heavy. The principal station on the river and main line of the railroad is Castle Rock. Last fall a branch of the O. R. & N. was built up Willow creek some forty miles, through Lexington, to Heppner, and those towns have brightened up and started on a new growth. Heppner is a town of between seven and eight hundred inhabitants, located on the north fork of Willow creek, and controlling the trade of a wide expanse of territory to the southward. The largest stock owners of that region have headquarters in Heppner and conduct their business from that base. The town has the court house, a bank, a newspaper, the *Gazette*, a saw mill, a flour mill, two hotels, an express office, telegraph office, and many mercantile houses doing a flourishing business. A good deal of manufacturing is done by blacksmiths, wagon makers, carpenters, harness makers, tinsmiths,

etc., for the demands of the trade that centers there. Now that the railroad makes Heppner a terminus, it is made a depot for the storage and shipment of the products of the range hardly second to any in the state.

Lexington is a town of about five hundred inhabitants, nine miles northwest of Heppner. For a year or two past Lexington has been unfortunate in several particulars, but it is now rising from discouragement and taking a firm stand for permanent advancement. It is considered a very desirable location for a city of considerable size, and the activity which the real estate market has of late assumed, in view of the projected improvements, gives color to the hope of its citizens. One of the brightest papers in the bunch grass country, the *Budget*, is published here. A bank is about to be started, and improvements are being made in the grist mill to enable it to handle the business the farmers send it. There are several large dealers in produce and merchandise, whose enterprise is placing the town in a healthy condition for growth. The site of Lexington is one of the pleasantest of the inland towns of the state. A stream of water flows through the town and supplies power for manufacturing. The railroad gives it good communication with outside markets. The strip of timber along the creek relieves the monotony of the view and furnishes wood for fuel and other purposes. The country around the town is being quite rapidly developed, and is found to surprise the settlers themselves in its productive powers.

Only the northwest corner of Umatilla county touches the Columbia river. The railroad extends across the county in a southeastern general direction, with a branch from Pendleton, the county seat, to Walla Walla, W. T. A division of the same line also continues along the river front, leaving the state to connect with the Northern Pacific at Wallula, and the O. & W. runs from Wallula to Pendleton, so Umatilla county is pretty well supplied with railways. Pendleton is the chief city of that part of the state. It has about thirty-five hundred inhabitants, and is a live, growing town. Its location is on the Umatilla river, in a somewhat hilly section, and at the edge of the Umatilla Indian reservation, which is about to be opened up for settlement. It includes a large area of as rich land as there is in Oregon. The act for the allotment of the lands of this reservation has passed congress, but there has been a little delay in arranging some of the details. With its settlement and development the growth of Pendleton is insured.

The Umatilla river furnishes a magnificent water power at Pendleton. A portion of this is now used in the manufacture of flour, lumber and furniture. The city is now an important market for all the pro-