

the place. Visitors were not even invited, and there was no effort to advertise the advantages of the location, but the people flocked there and insisted on making investments and establishing houses. The fact that Fairhaven's growth is not the result of land boomers' advertising is an important one, for the people who have gone there have settled with the idea of making their home there, and are not mere speculators and jobbers in real estate. There is probably no town of rapid growth in the country whose people are more sober, industrious and sociable.

Bellingham bay is no obscure place. In a general way it has attracted a good deal of attention for several years. Travelers to that section became impressed with its advantages, and when railroad enterprises were inaugurated to connect the harbor with the unusually rich resources of the interior, the building of towns could not be prevented so long as locations were obtainable. The cause of the prominence of Fairhaven is the Fairhaven & Southern railway, the construction of which was commenced from the Fairhaven end the 20th of January, 1889. Twenty-eight miles of that line are now in operation, to the town of Sedro, on Skagit river. This line is projected eastward, across the Cascade mountains, with the idea of making transcontinental connections in Eastern Washington. A branch line from Fairhaven northward is also projected, and the work of construction will be pushed this year to the Nooksack river, where connections will be made with the Seattle, Lake Shore & Eastern on its way to a junction with the Canadian Pacific. The road is now in operation through a section unsurpassed in the richness of its resources. This year it is to be extended up the Skagit river to the coal mines being opened by the railway company, and then on beyond to iron, gold and silver deposits. Some of the finest building stone in the country, even superior to the celebrated Chuckanut stone, of which the Portland postoffice building is constructed, lies on the line of the Fairhaven & Southern, and it is being quarried to enter largely into the building of the city of Fairhaven. The opening of the interior country gives rise to the establishment of important industries at the seaport terminus of the railroad, and organizations are being formed to engage in the manufacture of woods and metals and for the promotion of commerce by way of that port. It is a sheltered harbor, and the water, while being deep enough to insure safe navigation at all times for the largest ships, is not too deep for anchorage, which is a trouble experienced in some Puget sound harbors. Fairhaven is coming to the front in a way that insures its permanence.

Better statistics show that the copper product of the mines about that city in 1889 was 115,000,000 pounds, worth at twelve cents the total of \$13,800,000.

THE CITY OF MOSCOW.

WHEN the county of Latah, Idaho, was erected, a little more than a year ago, from a portion of the territory of Nez Perce, the thriving young town of Moscow was designated the county seat. Though its age was less than a decade, and it had not the advantages of railway or water communication with the outside world, the beauty of its location and the richness of the agricultural resources of the surrounding country gave it a commanding position and obtained for it a very healthy growth. When the new county was formed, and the seat of justice located at Moscow, an additional impetus was given it, and since then its progress has been rapid. The completion of the Union Pacific to Moscow a few months ago also marks an epoch in the progress of the town. The Northern Pacific is now within seven miles of the city, and will, doubtless, be doing business in Moscow within the present year.

Moscow is in the upper valley of the Palouse, near the junction of Palouse river and Paradise creek. The gently rolling country extends for miles in every direction. Beyond the limits of the plain the bunch grass hills roll away to the rugged mountains, which rise in sundry peaks, visible from Moscow, and add much to the beauty of the landscape. The town is only about two miles from the Washington state line, and the physical characteristics of the tributary section are the same as in the famous Palouse country of Washington. It is pre-eminently a grain-raising country, with fruits a close second in importance. The stock interests are also large, but since the construction of the railroads the herders have to give up the plain to cultivation and push back into the hills and mountains with their animals, thus making the rough lands also serve a useful purpose.

The population of Moscow is about 2,500. It has two weekly newspapers, three banks, three hotels, four livery stables, a lumber and planing mill, a brick kiln, a brewery, four grain warehouses, two flouring mills, a cigar factory, marble works, and a number of small shops in the line of manufacturing. A cheese factory is in course of construction. The new court house cost \$20,000. A public school has been built at a cost of \$16,000, and six teachers are employed to give instruction. The territorial university is in course of construction at Moscow, and when completed it will be one of the best appointed educational institutions in the west. A \$16,000 water-works plant is being put in place. Sundry business improvements are being made that will increase the importance of the town in a commercial way. The people are live and energetic in promoting the growth of their town and the development of the territory about them. Moscow is one of the most progressive towns of the rapidly-growing territory of Idaho.