

PROGRESS OF PUYALLUP.

THE young town near Tacoma that has hitherto been chiefly known as a hop center is fast developing into a city of considerable importance.

A large number of new buildings are being erected this year in Puyallup, and street improvements are being made and new business enterprises being inaugurated. The new hotel, costing \$35,000, will be an important addition to the town. The site selected for the building is an attractive one and its surroundings are pleasant. It has an entire block facing the public plaza, Pioneer park, a large square, centrally located and ornamented with shade trees and flowers. The old hop house, built by the pioneer hop raiser, Mr. E. Meeker, who formerly owned the land now constituting the park, is an interesting, rustic feature, and it is fitting that it should be preserved as the trade mark of the city's prosperity. As time passes, too many evidences of the old-time glory are cast away to make room for modern improvements, and this unique relic of the early days in the hop country is becoming of historic value. It is in good taste to keep the old hop house in that public place as an ornament and an object of general interest.

The fine hotel, the Park, the new Farmers' bank building, the public school building and the brick business house illustrated on page 416, show the character of the structures in Puyallup. They are of modern architectural design and are well built. Puyallup will be ready to accommodate a large tourist trade the coming season. A motor line is to be constructed between it and Tacoma to facilitate communication between the two places. This year will witness important improvements in the second city of Pierce county that will increase its business and place it on a basis for further advancement.

WOOD BATTEAUS ON THE COLUMBIA.

EVERY old pioneer of Oregon will remember the batteaus used to navigate the Columbia, for in them many a family brought the contents of their emigrant wagons down the river from The Dalles. These large flat bottom, square end boats were introduced by the Hudson's Bay Co., and with canoes comprised the river fleet until they were superseded by the steamboat. Even now they are used on the middle river, that stretch of about forty miles between the Cascades and The Dalles, for the conveyance of wood and lumber to market at The Dalles.

These large, clumsy craft can not be propelled with oars, nor can they be sailed to much advantage. It is only the peculiar conditions of navigation there that render them at all practicable. There is a fairly

strong current in the river, and the batteaus utilize this in descending the stream, floating with the current. On the other hand, there is an almost constant up stream wind, and by the aid of this and a large square sail, they manage to ascend the stream. Progress is necessarily slow in either direction. In going down, whenever the wind is stronger than the current, the boat anchors in some sheltered spot, and again the same course is pursued in returning should the wind fail or shift round to the eastward.

That portion of the Columbia is noted for its strong winds, which sweep eastward with such force at times as to make the water exceedingly rough. White cap waves appear on the river as large as those on a fair sized lake in a heavy blow. Under the combined effect of the current and wind opposing each other, these waves become very large and dangerous to the unskilled navigator. They break over the stern of the batteau and send their flying spray high in the air.

The equipment of a batteau is not very extensive. A crew of three or four for managing the craft and loading and unloading is its complement. A small deck house near the stern supplies both kitchen and sleeping quarters, in the rear of which is a high platform on which the helmsman stands. It is a picturesque craft to see upon the river, with the white caps breaking all around it, but not such an one as would be selected for a pleasure excursion.

RAILROAD TO PORT ANGELES.

A FEW days ago it was learned that a surveying corps of the Union Pacific had been sent to Port Angeles to lay out some property owned by the company there, and it was conjectured that the proposed line of that road down the west side of Puget sound was designed to terminate there instead of at Port Townsend. This idea has been strengthened by the incorporation of the Portland, Port Angeles & Victoria Railway Co., among the incorporators being some of the leading officers of the Union Pacific in Portland. The routes mentioned in the articles of incorporation are: From Port Angeles southerly to Gray's harbor, thence southeasterly to Portland. Also southerly from Gray's harbor to the Columbia opposite Astoria, and easterly from Port Angeles to Port Townsend, and from the main line in Chehalis county easterly to Olympia. It will be seen that the idea of ferrying across the straits of Fuca and reaching Victoria by an extension of the Island railway from Esquimalt to the straits, is included. Application for such an extension was made to the legislature of British Columbia some time ago. It is denied by the incorporators that this is a Union Pacific enterprise; but it is well known that officers of a company do not build rival roads.