



# THE FAR WEST

## ASTORIA & SOUTH COAST RAILROAD.

After a great many disappointments and vexatious delays the money for the construction of the Astoria & South Coast railroad has practically been secured. Bonds of the road have been placed with a London syndicate to the amount of \$3,000,000, at a discount of twenty per cent., together with forty per cent. of the capital stock of the company. Before the money is advanced the syndicate will send a competent engineer to examine the route over which it is proposed to construct the line, and upon a favorable report from that officer the transaction will be closed. The engineer of the syndicate is to have supervisory charge for eighteen months to see that all moneys are applied strictly to construction work. The sum of \$200,000 is to be paid by the bond purchasers in November, \$470,000 when fifty miles of the road are finished, and the remainder in equal installments as each ten-mile section is completed. The citizens of Astoria are to raise a subsidy of \$275,000 or \$300,000, to be held in trust at Astoria for the payment of interest on the bonds for the term of two years, but which is not to be paid until connection has been made with either the Southern or the Northern Pacific road. The line is to be built to a connection with both, however, as the bondholders insist upon having competing transcontinental lines for the protection of their own traffic. The main line from Astoria to Portland is to be built to a connection with the Northern Pacific, and when it reaches the Columbia river, to have running powers, by a trackage agreement, over the Northern Pacific's line, taking its Astoria trains direct into and out of the union depot unbroken. To this the Northern Pacific company has assented. The distance from Astoria to Portland is about 113 miles. From the main line in Washington county, the road is to be extended to a connection with the Southern Pacific line near Hillsboro, in order to draw freight and passengers from the Willamette valley into Astoria, and to distribute coal and lumber to the valley towns on the Southern Pacific road. The distance into Portland from Astoria via the Southern Pacific and Hillsboro, is 118 $\frac{3}{4}$  miles. Thirty miles of the road are to be completed this year, fifty miles additional in 1891, and the remainder in 1892. Numerous inquiries have been made by disinterested parties regarding the standing of the syndicate, and favorable replies have been received in every instance, so that nothing now remains for the success of the enterprise save a favorable report from the engineer sent out to examine the route surveyed by the engineers of the company. Fourteen miles of steel rails have been made and are now lying at the works of the Pennsylvania Steel Company subject to the company's orders. When these shall have been laid the company will have thirty miles of road in operation, and as a very considerable portion of the grading is already completed, the contractor states that he can finish the section by the last of November. This road will traverse a section of Oregon very rich in coal, iron and timber, and which, on account of lack of transportation facilities has so far remained untouched. Many timber claims have been taken on the mountain sides by parties who had faith in the enterprise being finally consummated, and numerous coal claims have been located, which will, doubtless, be pouring their wealth of fuel into the Portland market ere many months roll by. There is an immense amount of good farming land in that section that will make good homes for hundreds of families, and which, but for its inaccessibility would long since have been put under cultivation. The importance of this enterprise can not be calculated as there are a great number of interests affected by it which have only needed the assistance of a railroad to develop them. The line will pay from the start, as an investment, and will be of incalculable benefit to Astoria by building up its shipping interests, and bringing it into direct rail communication with all the rest of the United States.

## DIVERSIFIED FARMING IN OREGON.

That a change in the farming industry in Oregon is necessary is beyond dispute. Where once wheat raising was found to be the most profitable pursuit of the farmer, many now fail to make fair wages. Some of the more astute among those engaged in that business have turned their attention to fruit and live stock, and in many cases to "truck" farming, and in almost every instance with good results. The same amount of work expended on a crop of wheat, if devoted to the cultivation of fruit or caring for stock, will bring much larger returns, and the product is not dependent upon a market so changeable and uncertain as that of grain. An instance of what may be accomplished by a change from the old methods of farming, and the introduction of several different branches of industry properly belonging to farm

work, and which are all productive according to the labor and intelligence bestowed upon them, is reported from Baker county, in Eastern Oregon.

Cloverdale farm, situated on Clover creek, near its confluence with Lower Powder river, twenty-two miles northeast of Baker City, is, perhaps, one of the most valuable farms in Baker county. The farm consists of 160 acres, 100 of which are under alfalfa cultivation, besides a fine garden and other productions, a fine dwelling, barns, sheds, corrals, outhouses, and everything necessary for comfort and convenience. From the 100 acres under alfalfa cultivation, the yield in hay this year amounted to 322 tons, which affords all the hay necessary for the feeding of 3,000 head of sheep, cattle, horses, etc., during the coming winter, and a surplus either for sale or to hold over for another year.

Cloverdale farm is peculiarly adapted to a new industry in which the owner has engaged—that of bee keeping. The extensive alfalfa fields furnish a honey yield unexcelled. The apiary was started last spring with two colonies at an expense of \$80 for bees, hives and necessary fixtures, and including all other expense up to the present time. Since that time bees have been sold for cash to the amount of \$22. Taking the yield of honey, 587 pounds, at the prices paid in Baker City, \$73.17 was realized, which, added to the sale of bees, amounts to \$95.17, leaving a net cash profit at the close of the honey season of \$15.17. Besides this cash profit the owner has on hand twelve good, strong colonies of bees, all hives imported from Ohio, comb foundation, honey extractor, drone excluders and all other fixtures, thus laying a foundation for a product of honey for the year 1891 of about two tons. A good showing, indeed, on a capital of \$80. The farmer who diversifies his products is the one who always has something which can be converted into cash. A season is sure to come when only partial crops can be raised by the specialist, while the man having a number of resources is always prepared for such an emergency, so that should one fail he has others to depend on. True, this is an old song, one that has been sung to unappreciative ears for many years, but its good, sound sense is beyond question. So many instances can be cited to verify the assertion that diversified farming pays best that it seems almost a waste of time to again call attention to it.

Walla Walla's permanent exposition is now an assured success. The building and lot are estimated to cost \$17,000, and stock to the amount of \$14,000 has been subscribed for. At a meeting of the subscribers held last week it was decided to proceed with the erection of the building on the plans adopted, and continue solicitations for subscriptions. The articles incorporating the association were filed last Thursday, and work is to be prosecuted vigorously until the pavilion is completed.

The schooner *Allie I. Alger* discharged a cargo of 2,600 seal skins at Seattle Saturday, the result of a trip to Behring sea. The sum realized was \$31,000, which is the highest price paid yet this season. The cargo will be shipped to London for curing and dyeing, and will be marketed in New York. This is the largest consignment of seal skins ever shipped from Seattle. The *Alger* is to be docked and repainted preparatory to making another trip north next February.

An apple weighing one pound and a half and two potatoes weighing two and one-half and three pounds and one ounce respectively, are samples of the products of Curry county, Oregon, as displayed at the office of the *Gold Beach Gazette*. Raising fruit and vegetables does not seem to be one of the lost arts in Curry county.

The enterprising town of Gervais, Or., is putting in a splendid system of water works for fire protection and general purposes. Gervais is a wide awake place, and knows how to secure its share of the immigration now coming into the state.

The Bellingham Bay & British Columbia railway has been completed to the Nooksack river, a distance of sixteen miles. A large bridge of two 150-foot spans is being built across the stream, together with 2,800 feet of piling approaches.

Texas millers are buying and shipping Oregon wheat. One lot of 20,000 bushels was shipped from Umatilla county to Fort Worth last week, the price paid being sixty cents per bushel.

The town of Woodburn, in Marion county, is to have a \$10,000 electric light plant, the citizens having subscribed \$2,000 as a bonus to secure its introduction.