



THE FAR WEST



PENDLETON, OREGON.

A gentleman representing eastern capitalists has been in Pendleton, Oregon, for some time looking over the city and its surroundings, with a view of making some investments. He proposes that the citizens raise a bonus of \$75,000, to be paid to him in one, two and three years, in equal payments, with six per cent. interest, and give him a bond for eighteen months upon property to the value of \$600,000 within the city limits, or within two miles of the business center, on which he agrees to pay five per cent. of the purchase price upon delivery of the bond. In consideration of this he is to erect and operate manufacturing enterprises in that city which are to represent a total expenditure of \$400,000, as follows: Woolen mill, \$60,000; scouring mill and grading warehouses, \$30,000; beef packing establishment with cold storage department, \$120,000; saw mill with railway for bringing logs from the mountains, \$50,000; soap works and glue factory, \$20,000; paper mill for the manufacture of straw paper and straw board, \$25,000; tannery and wholesale leather store, \$25,000; steam laundry, \$5,000; brewery with sufficient capacity to supply beer for all the trade of Eastern Oregon, \$60,000; broom and basket factory, \$5,000. In case he does not fulfill his part of the agreement within the time specified he is to forfeit his right to the property under bond, together with his advance of five per cent. cash on the purchase price. This is a gigantic scheme and one well worthy the most serious consideration of the citizens of Pendleton. Considering the advantages to be gained by the establishment of such enterprises the sum asked for is a mere bagatelle. Thousands would be added to the population inside of twelve months, and thousands of dollars would be paid out monthly in wages to employees and for the materials required in manufacturing the different articles to be placed on the market by such institutions. The cattle and sheep men of the inland empire would be furnished a home market for their live stock, as the packing house would be the largest of any of the enterprises to be introduced and would require large numbers of animals to keep it in operation. The offal from this establishment would be used in the manufacture of soap and glue, and the hides converted into leather and placed on sale at home. The woolen and scouring mills would be able to handle all, or nearly all, the wool offered in the city, and would either convert it into merchantable goods or place it upon the market in a shape ready for the manufacturer. The farmers and grain raisers would also find a market for their surplus straw, which, instead of being burned in the field, as at present, could be converted into cash upon delivery at the paper mill. Thousands of pounds of straw paper and boards are brought from the east to Oregon every year, and no doubt Pendleton's own butchers wrap their meat in paper made in Ohio or Indiana, which might be manufactured in their own town. Saw mills, railroads, steam laundries, broom and basket factories are always able to find profitable employment for a large number of hands, and each of these would add very materially to the prosperity of the city. In comparison with other offers of a similar nature made to other places in the northwest this proposition dwarfs every one of them into insignificance, and Pendleton should not delay one moment in accepting it after ascertaining that the offer is genuine and that the undertaking can be carried out by the party making it. It is said that fortune knocks once at every one's door, and this certainly seems to be Pendleton's opportunity.

The message of Governor Toole to the Montana legislature presents some very interesting statistics, and by comparison with the state's condition one year ago when it was admitted into the union, serves to show how wonderful has been its development in the short space of twelve months. Of course the chief industry of the state is mining for the precious metals, stock raising being second in importance. The following are samples of the increase during 1890 as compared with 1889:

	1889.	1890.
Total assessment.....	\$13,378,944	\$113,407,555
Mineral output.....	23,022,000	47,748,000
Number quartz mills and reduction furnaces.....	189	329
Bushels coal mined.....	407,500	17,412,000
Miles railroad in operation.....	3,042	2,368
Number horses, sheep and cattle.....	1,261,280	2,260,282
Pounds wool produced.....	1,022,124	1,788,027

These figures need no comment as they tell a story of unprecedented prosperity and serve as an index to what may be expected in the near future. The financial affairs of the state have been well managed, and at the close of the first fiscal year the treasury had a surplus of \$187,181.49.

The new steel bridge across the Willamette at Salem, connecting Polk and Marion counties, is now open to the public as a free thoroughfare. The people of those two counties have expended a large amount of money in the construction and maintenance of a roadway across the river at that point, and have met with many discouragements. The first bridge erected was a wooden structure which was carried away by flood last February. In building a second one, the engineering was faulty in the construction of the large stone piers and it became necessary to tear down and rebuild a large portion of the work. This was done, however, and large steel cylinders filled with concrete were substituted. The plans were also changed from part wood to all steel. The original contract price was \$60,000, and with all changes and additions the cost will foot up \$83,389.99. The example of Marion and Polk counties should be emulated by all others bordering the Willamette river, as nothing tends more to build up trade with interior points than abundant and free means of communication.

Many complaints are heard from Upper Willamette river points about the lack of boats to carry the accumulated freight to Portland. During the early part of the winter, the water in the river was so low as to prevent boats of moderate draught from trading in that section, but the recent rise of four or five feet in the river has not, for some reason, brought the relief promised by the transportation companies. Petitions are being circulated in many places up the Willamette, and are being numerously signed, asking some company or individual to place a boat or boats on that route. It is not known whether the recent "combine" of the steamboat men of the Willamette and Columbia rivers is responsible for the scarcity of boats, but it is so considered by the parties most affected. The Portland chamber of commerce should investigate this matter immediately and afford some measures of relief. This is clearly within the province of that body, as it is the total accumulations from such places that go to make up the business of the city.

Articles of incorporation of the Central Point Sugar Pine Flume Co., of Central Point, Oregon, have been filed with the secretary of state by capitalists of the city of Jacksonville, Oregon. Adjacent to Central Point is an immense amount of the finest quality of sugar pine timber, and it is the intention of this company to construct a logging flume from the timber belt to the railroad at that town and bring the logs down for shipment. Michigan capitalists are supposed to be interested in the enterprise, and it is thought the project will be undertaken soon. The company is capitalized at \$200,000.

Yaquina bay, which is every year becoming more popular as a summer resort, will soon have added to its attractions a handsome \$50,000 hotel, which is to be erected at the town of Sea Home, a suburb of Newport. The building is to be so constructed that the rooms will all open to the outside, court facings being avoided. All modern conveniences will be provided and salt or fresh water baths may be enjoyed within the building. The motor railway which is to be constructed from Newport to Cape Foulweather will furnish transportation to and from the railroad and steamer landing.

A party of Tacoma capitalists have made application to the council of the town of Orting, Washington, for a franchise for a railroad through the streets of that place. They are prepared to begin work as soon as the franchise is granted and have the necessary means to carry the enterprise to completion. Another company is looking into the merits of the place with the idea of establishing a factory for the manufacture of oil clothing and rubber goods. The coming summer is expected to witness quite a marked growth in Orting.

The repair shops of the Portland & Willamette Valley railroad have been ordered removed from Dundee to Portland. The facilities for work will be increased and all the rolling stock and locomotives will be overhauled. Passenger cars and engines will be fitted with air brakes to replace the old style of hand brakes now employed. The service of the line is to be improved also when repairs are completed, an additional through train from Portland to Sheridan being the principal feature.

Citizens of Whatcom and New Whatcom, Washington, have organized the Washington Coal & Development Co., for the purpose of developing the coal prospect recently discovered near Lake Whatcom. A seven-foot vein of excellent bituminous coal has been uncovered, and the company will expend \$10,000 in placing it on the market.

The Bozeman Electric Street Railway Co. has been incorporated at Bozeman, Montana, for the purpose of building and operating street railroads in that city. The capital of the company is \$60,000.