



Devoted to the interests of Whatcom and San Juan Counties and the whole Northwest.

Vol. I.

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No. 14.

Northwest Enterprise

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—BY—

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ALF. D. BOWEN.

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Marriage Notices free. Death Notices free if accompanied by extended remarks, 5 cents per line will be charged.

Religious notices and notices for really charitable purposes, will be published free for a single week; one-half rates for a longer period.

We shall be obliged to any person who will furnish us with any information of local interest.

No notice can be taken of anonymous communications. Whatever is intended for publication must be authenticated by the name and address of the writer; not necessarily for publication, but as a guaranty of good faith.

We do not hold ourselves responsible for any views or opinions expressed in the communications of our correspondents.

Subscribers not receiving their paper regularly will confer a favor by giving notice of the same at this office.

ENTERPRISE DIRECTORY.

Territorial Officers.

Delegate to Congress, Thomas H. Brents.
 Governor, William A. Newell.
 Secretary, N. H. Owings.
 Marshal, Chas. B. Hopkins.
 U. S. Attorney, John B. Allen.
 Auditor, Thomas M. Reed.
 Treasurer, T. N. Ford.
 Surveyor-General, Wm. McMicken.
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 Judge 2d. Jud. Dist., John Hoyt.
 Judge 3d. Jud. Dist., B. S. Greene.
 Register U. S. Land Office, J. T. Brown.
 Receiver U. S. Land Office, R. G. Stuart.

Whatcom County Officers.

Auditor, H. Clothier.
 Treasurer, Thomas Conne.
 Sheriff, James O'Laughlin.
 Assessor, James O'Laughlin.
 Probate Judge, H. J. White.
 Surveyor, H. P. Stewart.
 Coroner, G. N. Orndall.
 School Supt., W. H. Fouts.
 Commissioners: F. E. Gilkey, D. B. Henderson and H. P. Downs.

San Juan County Officers.

Auditor, J. L. Sheerer, Friday Harbor.
 Treasurer, Israel Kats, San Juan.
 Sheriff, John Kelly.
 Probate Judge, J. L. Sheerer, Friday Harbor.
 Surveyor, E. C. Gillette.
 Commissioners: Wm. Graham, of Lopez; Thos. Fleming, of San Juan; Mr. Nichols, of Orcas.

Steamboats.

CHEHALIS—Capt. Brownfield, arrives from Seattle, Monday evenings, carrying U. S. Mail. Returning from Whatcom Wednesday morning.

WELCOME—Capt. Brannan, arrives from Seattle, Monday nights and Friday morning. Returning from Whatcom on Tuesday and Friday afternoons of each week.

DISPATCH—Capt. M. Egan, arrives from Pt. Townsend Saturday morning carrying U. S. Mail. Returns from S-miahmoo Sunday morning.

Tide Table.

From tables of United States Coast Survey for Ship Harbor, complete.

Date.	HIGH WATER.			LOW WATER.		
	A. M.	P. M.	Feet.	A. M.	P. M.	Feet.
June 23	0.13p	6 11.02	8 5.16	2 4.46	4 5.47	6
" 26	1.46	6 11.36	8 5.11	1 5.47	5 6.51	6
" 27	3.13	6 11.37	7 7.00	0 6.51	6 7.58	7
" 28	0.13a	6 11.38	8 7.42	0 7.58	7 9.05	7
" 29	0.53	6 11.38	8 8.28	1 9.05	7 10.02	7
" 30	1.30	6 11.4	9 9.04	1 10.02	7 11.04	6
July 1	2.92	6 11.41	9 9.46	1 11.04	6 12.06	6

To get the tide at Whatcom figure thirty minutes later; S-miahmoo, sixty minutes later, and Leconer nearly two hours later. Corrected weekly.

THE LETTER.

A letter on the table lies;
 I do not recognize the hand,
 And yet my heart is throbbing fast, and
 There's a joy-light in my yearning eyes.
 Is it from my mother, old and gray,
 Or from the little trusting maid
 Whose heart I won before I strayed
 Out to the mountains, leagues away?
 Before I break the seal I press
 My lips upon the envelope,
 And oh! a bounteous wealth of hope
 Is lavished in that soft carous.
 Peace, fluttering heart! Oh, soul, sit still!
 Why should my trembling frame recoil?
 My letter comes from Bridget Doyle;
 It is—it is my laundry bill! —Bret Harte.

AMONG THE ISLANDS OF PUGET SOUND.

The following interesting article is taken from advance sheets of the forthcoming work, "Oregon and Washington," by Newton H. Chittenden:

The San Juan group of islands, some thirty in number, composing the county of San Juan, W. T., contain an aggregate area of about 250 square miles. They are situated between the waters of the Gulf of Georgia and the Straits of Juan de Fuca, the island of Vancouver, British Columbia and Whatcom county, Washington Territory. They have an average elevation of about 250 feet, not including Mount Dallas, of San Juan, with an altitude of 1080 feet, and Mount Constitution, which rises 2500 feet above the sea level from the island of Orcas. A thick growth of fir, cedar and spruce covers their surface, extending down to the bluff and rocky shores. Though better adapted to grazing than agriculture, they comprise considerable areas of good farming lands. The soil of the uplands is generally a light sandy or gravelly loam, peat and black loam, with a clayey upsoil prevailing on the bottoms. All the cereals and roots commonly grown in the territory west of the Cascade range flourish finely. Apples, plums, cherries, strawberries, and other small fruits of excellent quality are raised in abundance. The climate is moist, mild, equable and healthful; the summers too cool for corn, tomatoes, melons, peaches and grapes, though the former are grown in a few sheltered warm places. Water of good quality is obtained everywhere. The forests abound with deer, otter and mink, and the surrounding waters with salmon, halibut, and other excellent fish. There are no beasts of prey or poisonous reptiles, and but few mosquitoes. Of these islands are settled San Juan, Orcas, Lopez, Blakely, Decatur, Waldron, Shaw's, Stewart, Speiden, Guemes and Fidalgo, with a population of 889 people, of many nationalities, chiefly Americans, English, Canadians, Irish and Scandinavians. A few Indians still inhabit these shores, but are peaceably inclined. An examination of the county records, through the kindness of Judge Sherer, the county auditor, shows 42,896 acres of improved lands, property assessed at \$181,162, including 16,000 sheep, 3,000 head of horned cattle, and 1,000 head of horses. Those portions best suited to agriculture, are already occupied, though much available timber land is still open to settlement under homestead and pre-emption laws. Improved farms are valued at from \$5 to \$20 an acre. San Juan island, the largest of the group, and containing about half the population of the county, is about 18 miles long, with an average width of four miles. It became famous in history from its joint occupation by the American and English forces, from 1858 to 1873, during the pendency of the San Juan boundary dispute. The principal buildings of both American and British camps are still standing, the former on the northeast and the latter on the southwest shore. Sheep raising, mixed farming, and the manufacture of lime are the chief industries of the people. It supports 5,000 sheep, in pretty good condition, throughout the year, without feeding, except in severe seasons. The average wool clip is about three pounds each. The limestone deposits are among the most extensive and purest in the world.

San Juan lime has no superior in the market, for fineness and strength.

At Eureka, the Yaquina took on board over 700 barrels of lime from the kiln of McLachlan & Lee. It burns perpetually, producing about 800 barrels annually, worth at their landing from \$1 to \$1.25 per barrel. The lime rock is apparently inexhaustible. An analysis shows it to be remarkably free from clay, silica, oxide of iron, bitumen, carbon or other deleterious substances. One the evening of the 16th we sailed from this beautiful little harbor for McCurdy's kiln, situated on the south side of the island. The combined landscape of these islands is exceedingly picturesque and charming. Their shores present a continuous surprise of cosy coves and harbors with an occasional stretch of clean, gravelly beach, overhung with the evergreen cedar and fir.

In many places the off-lying waters are so deep that the ships may run their bowsprits among the forest trees, without touching bottom. Leaving the islands of Shaw, Orcas and Stewart, on our right, we are soon in the waters of Canal de Haro. Here such a strong wind is encountered, that we turn back and anchor for the night close to the shore in 33 feet of water, in Roche harbor, the rendezvous of the English fleet during the joint occupation of San Juan. The following morning the Yaquina received 500 more barrels of lime from McCurdy's. These lime works are the most extensive on the upper coast. A perpetual kiln with a daily capacity of 125 barrels, burns day and night the whole year round. About 2000 barrels a month are shipped, the principal markets being Portland, Victoria, B. C., and points on the Sound. The deposit of lime rock there is immense—a mountain cliff extending back from the shore and downward for an unknown depth, estimated to be inexhaustible for two or three generations, at an annual product of 30,000 barrels. A force of about thirty men are employed in mining, burning, cooping, etc. The lime is of superior quality and in great demand for hard-finishing and other plaster-work.

Here I bade goodbye to the officers and crew of the steamer Yaquina, and with the injunction from Capt. Denny not to get lost, started through the forest for Thornton's, eight miles distant. There is no regular communication between these islands, or them and the main land, except by the little steamer Dispatch, which calls for mail once a week, and she is now ashore on Shaw island. Their principal traffic, except the shipment of lime, is carried on by sloops and small boats.

I had previously arranged to meet Capt. Dake at the landing mentioned, and sail with him for Victoria. Through a general disagreement as to location, the roads of San Juan were in bad condition. For several miles I found only a tortuous trail; but with the aid of a compass and previous experience, after many detours of marshy places and difficult passages of dense fir thickets, I reached Friday harbor just in time to escape a severe storm. But few of the settlers along the way were at home; they generally live in small frame or log cabins, cultivate small fields among the stumps, raise a few chickens, and hunt and fish. I passed one Swede, two Irishmen, one English woman, one Canadian, one half-breed and one American.

At Friday harbor I was fortunate in meeting Mr. Izett, special cruising inspector of customs, a pioneer of 1854, who has children over twenty-four years old, who were born on Whidby island. He complains of the inefficiency of his service, owing to the want of a steam launch to enable him to overhaul any vessel suspected of smuggling. This is the county seat of San Juan, and comprises a wharf, store and a restaurant, owned by Mr. Sweeney; the company building, and a few residences.

Three steamships landed 2500 immigrants at New York. Several California ladies went among them to secure house servants to supplant the Chinese.

A Big Land Scheme.

A gigantic land and colonization scheme was completed in Chicago, May 31. The Duke of Manchester and President Stephen of the Canada Pacific railroad came from the West and met R. B. Angus, Vice President of the Canada Pacific and Mr. Scarth, of Cochrane, Scarth & Co., of Toronto. Besides these, the parties in interest include Robert Tennant, of Leeds, England, and Mr. Todd, of the firm of W. F. Kennedy & Co., of New York, representatives of the Scotch and Canada Pacific syndicates, in fact practically all the large land syndicates, besides capitalists in Paris, London, Montreal, New York and other points are interested in the scheme. The plan as outlined with the Duke of Manchester as President, is as follows: The syndicate represents a capital of \$15,000,000. It proposes to buy \$9,000,000 of unsold bonds of the Canada Pacific road, now held by the bank of Montreal, and take the second issue of \$6,000,000 of bonds of the road not yet in the market, paying par for them. In turn, the Canada Pacific agrees to accept these bonds in payment for lands granted to it by the Canadian government, which are to be taken chiefly in the Saskatchewan country at the rate of \$1 10 an acre. The grant to the Canada Pacific was 25,000,000 acres, of which 22,000,000 acres remain unsold. The combination proposes to take 11,000,000 acres on the terms mentioned. Connected with it is an immense colonization scheme, including, among other things, the erection of farmhouses for settlers unable to build and the selling of them on easy terms. It is stated that one of the effects of the scheme will be to insure the early completion of the Canada Pacific Railroad.

Ladies' Fashions.

The spring fashions are to be taken cum grano salis. For some years past ladies' fashions have been neither simple nor graceful. But the quest for novelty, and the milliners' interest in furnishing simple people, with more money than taste, an opportunity to get rid of their money under the fashions delusions, these create a regular market for Butterick's monthly varieties and the like. Shapeless enormities in hats, bundle s of useless folds across the front, about the middle, before and behind, great sprawling points without purpose or beauty, ruffling and shirring in all sorts of places ad libitum, supposed to be fine because they are costly; square and angular lines in violence to each other; and all these combined with trails, ties and fastenings to impede locomotion. Yet we would not criticise the fashion business; the fashions are sacred to the feminine soul; it is only to those devices which are invented to enable shoddy and ugliness to compete successfully with modest simplicity and beauty that we refer, and with such the season seems to be liberally supplied.

Simon Frazier fought in the war of 1813, drifted ashore on a single timber from his raft which the St. Lawrence rapids had knocked to pieces, was blown fifteen feet into the air by the premature discharge of a blast, assisted in a boiler explosion on the Hudson, was brought home half dead from three other accidents of which the particulars have not been preserved, twice recovered from illness after the doctors had given him up, and finally died in peace and hope recently in the Home for the Aged, on the Troy road, at the age of 105 years.

As evidence of the rapid growth and development of eastern Washington the Cheney Sentinel cites the fact that during the month of May the N. P. land office in that place sold \$71,000 in lands, making the largest sales in any one month since the opening of the office. The last week the sales amounted to 10,153 acres, the best illustration of the rapidity with which that country is settling up that can possibly be obtained.

The Fraser River Freshet.

Just as the thrifty, industrious farmers and stockraisers in New Westminster district had recovered from the disastrous effects of the 1876 floods, and when a much larger area of land was under crop, with the certainty of commanding good cash prices, down came a mighty torrent from the mountains, overflowing the river banks, backing up all the streams and sloughs, and covering the grain and hay fields with water. On the Sumas prairie alone there are 30,000 acres of arable land overflowed. The water is about three inches higher than it was six years ago, and the rise was so rapid and unexpected (as extreme high water has not come in any year since the settlement of the Fraser till nearly a month later) that it was with great difficulty stock could be removed. Many animals are now suffering severely and standing in from a foot to three feet of water. The difficulty of getting them to the high grounds and mountains is very great, to say nothing of the danger of wading over the prairie, swimming the hollows and sloughs, and mad streams before dry ground can be reached. Several losses have occurred already. Mr. Keith had nine head drowned, and several other farmers lost three or four each. A number of families were obliged to leave their comfortable homes, and fly to the mountains for shelter. Others have gone to their neighbors, whose holdings are not so much under water as their own. With but one exception every house on the Sumas prairie is surrounded by water, the depth varying from six inches to three or four feet. Fences, outhouses, farming implements, cord wood, furniture and trees were carried off and floated promiscuously with the current. A large number of the settlers will lose from \$500 to \$2000 each. Many are entirely ruined, and to save their families from actual want will be obliged to abandon their farms and go to work as day laborers on the railroad.—Colonist.

Size of Countries.

Greece is about the size of Vermont.
 Palestine is about one-fourth the size of New York.
 Hindostan is more than a hundred times as large as Palestine.
 The Great Desert of Africa is nearly the present dimensions of the United States.
 The Red sea would reach from Washington to Colorado, and it is three times as wide as Lake Ontario.
 The English channel is nearly as large as Lake Superior.
 The Mediterranean, if placed across North America, would make sea navigation from San Diego to Baltimore.
 The Caspian sea would stretch from New York to St. Augustine, and is as wide as from New York to Rochester.
 Great Britain is two-thirds the size of Japan, one-twelfth the size of Hindostan, one-twentieth of China, and one-twenty-fifth of the United States.
 The Gulf of Mexico is about ten times the size of Lake Superior, and about as large as the Sea of Kamtsatka, Bay of Bengal, China Sea, Ochotsk, or Japan Sea. Lake Ontario would go in either of them more than fifty times.
 The following bodies of water are nearly equal in size: German Ocean, Black Sea, Yellow Sea; Hudson Bay is larger; the Baltic, Adriatic, Persian Gulf, and Aegean Sea, half as large, and somewhat larger than Lake Superior.

The lumber business of Chicago is prodigious. Movements of lumber by rail from that city amount at the present time to about 4,000,000 feet a day. It averaged for the entire year almost 6,000,000 feet a day, or 600 carloads leaving the city every twenty-four hours. It is estimated that from 2000 to 3000 acres of timber land are stripped every twenty-four hours to supply the lumber which finds market at Chicago.

Strong language utterly fails to bolster up a weak argument.