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J. J. Norton

September, 1881.

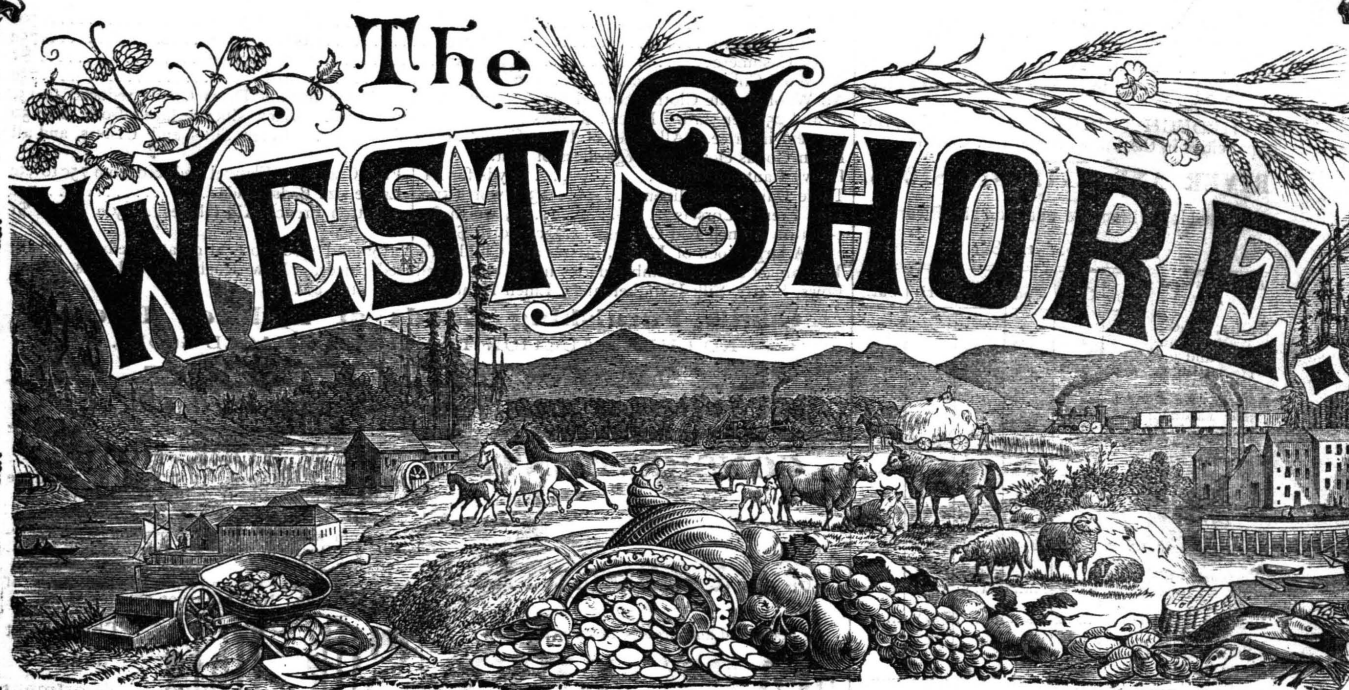
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A FAMILY PAPER,
DEVOTED TO

COURTSHIP, SCIENCE, ART,

AND THE
RESOURCES OF PACIFIC NORTHWEST.

Published by
L. SAMUEL,

PORTLAND, OREGON.

Oregon Railway and Navigation Company.

OCEAN DIVISION.

Between San Francisco & Portland.

LEAVE SAN FRANCISCO AT 10 A. M.			LEAVE PORTLAND AT 12:05 A. M.		
Oregon.	State of California.	Columbia.	Columbia.	Oregon.	State of California.
Aug. 4	Aug. 9	Aug. 14	Aug. 6	Aug. 11	Aug. 16
Aug. 19	Aug. 24	Aug. 29	Aug. 21	Aug. 26	Aug. 31
Sept. 3	Sept. 8	Sept. 13	Sept. 5	Sept. 10	Sept. 15
Sept. 18	Sept. 23	Sept. 28	Sept. 20	Sept. 25	Sept. 30
Oct. 3	Oct. 8	Oct. 13	Oct. 5	Oct. 10	Oct. 15
Oct. 18	Oct. 23	Oct. 28	Oct. 20	Oct. 25	Oct. 30

Right is reserved to change steamers or sailing days.

THROUGH TICKETS sold to all the principal cities in the United States and Canada.

RIVER AND RAIL DIVISIONS.

Columbia, Willamette and Yamhill Rivers.

FEBRUARY 1, 1881.

Leave Portland for	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Dalles, Walla Walla, Umatilla and upper river points.	7 A. M.	7 A. M.	7 A. M.	7 A. M.	7 A. M.	7 A. M.
Astoria, Kalama, Tacoma, Seattle, Port Townsend.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Victoria, New Westminster.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Cathlamet, Bay View, Skomokway, Brookfield.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Westport, Clifton, Knappa.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Dayton.	7 A. M.	7 A. M.	7 A. M.	7 A. M.	7 A. M.	7 A. M.
Salem, and intermediate points.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.

(WILLAMETTE RIVER DIVISION.)

NOTICE TO SHIPPERS.

TAKING EFFECT JUNE 1, 1881. THE RATES on Grain, Flour and Mill Stuffs from points on the Willamette River to Portland, will be as follows, to-wit:

From points between Salem and Dayton, both inclusive.....10c per 100 lbs.
From points between Ray's Landing and Kook Island, both inclusive..... 9c per 100 lbs.
From Oregon City..... 5c per 100 lbs.
The above rates on Grain and Flour will be maximum rates until May 1, 1882.

Twenty-five cents per ton in addition to above rates will be charged on freight in lots of 50 tons and over when delivered at outside docks convenient to the company. For rates on other freights see tariff dated June 1, 1881.

General Offices--Cor. Front and D Sts.

J. McCRAKEN & CO.,
Agents State of California.

A. L. MAXWELL,
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Manager.

St. Helen's Hall.

THE CHRISTMAS TERM

Will open on

Thursday, the first day of September.

Applications for the admission of boarding pupils should be made early to Miss MARY B. RODNEY or to BISHOP MORRIS, Portland.

\$5 TO \$20 per day at home. Samples worth \$5 free. Address
STINSON & Co., Portland, Maine.

GREAT CLOSING OUT SALE

—OF—

Spring and Summer Dress Goods, Summer Shawls, Cloaks, Linen Ulsters, and Dry Goods of Every Description,

—AT—

J. F. D. Wrinkle & Co's.

This will be a general closing out sale of Spring and Summer Dry Goods. No Summer Dry Goods to be carried over, and the attention of every buyer is called to prices below:

Black Cashmere.....35c per yard.....former price.....50c
Black Cashmere.....55c per yard.....former price.....75c
Black Cashmere.....75c per yard.....former price.....\$1
All-Wool Colored Cashmeres.....50c worth.....75c
All-Wool Momie Cloths reduced to 35c per yard. Handsome lines of Dress Goods reduced to 15, 20 and 25c per yard. Brocaded Silks in Colors 90c per yard. Black silks reduced from 40 to 50 per cent in price. All styles of Dress Goods at reduced rates. Linen Suits and Ulsters, and all Linen Goods closed out regardless of cost.
Heavy Canton Flannel.....12 yds for \$1
Table Damask, all linen.....30c worth 50c
Fine French Corsets.....\$1, worth \$2
4-Button French Kid Gloves.....75c, worth \$1.50
Fine Cashmere Flannel reduced from 75c to 55c
Large size Bedspreads.....75c
2-Button French Kid Gloves.....50c, worth \$1

A large stock of Ladies, Misses and Children's cotton and wool hose at greatly reduced prices. The largest stock of Embroideries in the city at reduced prices. New Ruchings, Ribbons, Laces, Bows, Scarfs, Silk Handkerchiefs, Linen Handkerchiefs, etc., etc.

Gent's Furnishing Goods at Reduced Prices.

NO CHEAP AUCTION TRASH OR DAMAGED GOODS.

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OF

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MARK LEVY,

GENERAL

COMMISSION MERCHANT,

And Dealer in

TROPICAL and DOMESTIC, GREEN and DRIED

isted in the president's family, the cheerful relations between father and children and the deep well-spring of love that bound husband and wife in such perfect bonds—constitutes one of the most affecting pictures ever transmitted from the lives of earthly rulers.

Forty years ago he was a barefooted boy, born to a life of toil. He had the inestimable advantage to be a citizen of the great republic where all men are free and equal. He had another inestimable advantage—a noble mother. Yet again, he possessed the cheerful temper, the indomitable will, the perfect courage and the pure principle, out of which time and history create greatness. Coupled with this he had commanding genius, with yet the single-hearted modesty that wins for genius and greatness the popular approbation that crowns them with recognition. If the public men of America had more of the spirit of Garfield and less of the spirit of self, if there was less venality and self-seeking, and more love of country, of liberality and humanity—there would be no fear for the future of America.

From the barefoot boy the Genius of Liberty created Garfield. The mutations of time wreathed for him chaplets of fame, and he had richly won them. Forty years have wrought such changes that to-day his embalmed body lies in state in the Capitol, and the offerings of many lands appear as tributes to his greatness. Queen and King and Emperor vie with the humblest American to do him honor. Scholars and poets grieve for genius that is no more. The trappings of state surround him, and great men guard his bier, but through all this pageantry of mourning the people who loved him trace back his history to the time when, poor and unknown, he toiled and suffered, and sympathized with them.

The incidents of the last few weeks have bound the world in sympathy with our nation, and within our own bounds, for the present at least, faction is still, and the voice of the partisan silent. A great affliction has fallen upon us as a nation. In the presence of this death-bed man feels more kindly to his fellow-man, and the heart of humanity is humble. Incidents occur in public and in private life, that lead the participants out of the narrow course of selfish feeling, and broaden and enlarge the sympathies by which we rise above the

brutes that perish. Here is one that in its broad reach stills the pulse of America and thrills the heart of the world. Beside the death-bed of this first citizen of the republic and in the presence of this bravely dying man and his brave wife, we realize that:

"One touch of Nature makes the whole world kin."

SPOKANE FALLS, W. T.

The chief town in the Spokane region is named above, and the name is derived from the vicinity of the beautiful and romantic falls, on the Spokane river, which will one day add to the importance of the town, because such water power must be valuable when the development of the country will set industrial enterprises at work. Spokane Falls is already a good trade center and will improve as a business locality with the progress of the surrounding country, but the people who are interested in the town also own the water-power and their expectation is to see it become a manufacturing center. The fine engraving in this issue shows two things: that the far off interior is certain to build up good towns as fast as the railroad can get there to encourage them, and last, but not least, that the WEST SHORE will certainly keep up with the development of both town and country.

THE UPPER COUNTRY.

Every visitor to the upper country, afflicted with *cacoethes scribendi*, at once begins to write it up as soon as he gets five miles out of town. Some see nothing but the dark side, others, all sunshine, but we prefer to take hold of the smooth handle and speak of things as we found them.

After leaving here by rail, which most assuredly is the best and cheapest way to travel, we came to Wallula Junction; next, to Ainsworth. The country all around those places is only fit for chicken ranches and men in the poultry business, for it abounds in gravel and sand. Above Ainsworth, and almost to the very gates of Ritzville, the country is open for more henneries, but nothing more. It is the Sahara of Washington Territory, and few men pass over it without feeling a pain in the side and sand in their eyes. After passing Ritzville, which is between Snake river and Columbia, 122 miles by rail from this city, one begins to see

brighter scenes. Green grass on every hand, points to the fertility of the soil, but there being no water and not a tree or shrub, the country, after all, is as yet but a desert drear; yet the time will come, when a sudden transmigration will take place and cities will spring up, where now the hungry cayote refuses to roam. On nearing the Big Lake country, signs of life and civilization begin to hover in sight and weary passengers commence to brace up, rub their eyes and gaze silently at the grand panorama stretched out before them. Sprague is next reached. Here it looks again like business. Two saloons, a hotel, a blacksmith shop and a big corral, also, a fine depot, comprise the town; but there is room for improvements, and it being situated at a point where the Colville road crosses the N. P. R. R., we feel enclined to think well of the little hamlet's future. From here on the climate gradually seems to change as we delve into the pine-clad hills of the great Spokan country. Here we noticed good land and bad land, and in some places no land at all, along the road, but it must be remembered, that the best agricultural land is not nestled along the track, hence can not be seen, far less properly appreciated. Cheney, as we said before, is a thriving little infant city. It looked to us like a mining town with shallow placer diggings, easily worked all around it, and we sometimes fear that when the railroad is finished, and the diggings peter out, rents in Cheney will be low, but we hope for the best, even at the risk of being called a poor prophet. Between Cheney and Medical Lake, a distance of ten miles, the land again is variegated, some rich, some poor, and all more or less rocky. We firmly believe that the whole of Spokan county, with all its gravel beds, tule lakes and rocky points, will make pleasant homes; and for successful raising of hops, rye, oats, barley, flax-seed for oil, and timothy hay, it has no equal in Washington Territory, but it is not what we would term a wheat or fruit country, for the summer season is too short, and heavy frosts too frequent, both late in the spring and early in the fall, to warrant success in that direction.—*Walla Walla Watchman*.

Rich silver ore said to assay as high as 66 oz. per ton has been discovered in the vicinity of Mount Adams.

OCTOBER.

In the circle of the months October plays no common part. Spring is all promise. Summer follows the bloom and perfume of May with the ripening influences of July. Autumn follows seed time and harvest with the lusciousness of fruition. The sun has withdrawn from the zenith and surveys the lately fevered landscape from a distance. The slanting rays fall with tempered force. The contest now raging between heat and frost is borne witness to by the rich October foliage that glows on the autumnal air with the hues of the ripened and dying year. But time has in unfailing round brought here again the fruition of all the hopes and labors of the husbandman, for his granaries are full and overflowing, and his barns piled up with plenty. Now he gathers his reward for the faith and toil expended through seed time and harvest, and realizes the delights of Harvest Home. Like the strong man who, in his prime, looks back upon the timely labors of his younger and maturer years to find that well-expended effort has earned for him and his a reward of plenty and abundance, so grand October, with yet strong sinews, though his crown and beard are touched with the frosts of time, stands like a patriarch amidst his children and his sheaves, and quaffs his willing welcome in the vintage of the accomplished year.

Throughout the Northern nations now, the willing earth pours out its noble stint of corn and wine. The squirrel gathers in his harvest from the abundant mast; the bee has stored his wealth of sweets and waits the Winter. All nature has prepared to drop its mantling green; and when November winds may come, forest and orchard shall meet them with bare boughs. But everywhere, if we but look, fruit buds have formed to wait the coming of another Spring, and, with the ripeness of another Summer, turn to luscious fruits. 'Tis well with all of us, when turning to the yellow leaf that marks the October of our lives, if the baring boughs are found like nature's woodlands, clothed with the promise of a future life—made precious by the harvest part, and rich with the promised vintage of a life to come.

HENRY VILLARD, Esq., accompanied by a number of distinguished European and Eastern capitalists, arrived here on the steamship Columbia, on a tour of inspection. Residents of the Pacific Northwest have every reason to feel grateful to Mr. Villard for the prosperity we are now enjoying and set on foot by him, not only by his investing his own large capital here, but by enlisting almost unlimited capital abroad to prosecute and carry to completion the immense railway, ocean and river navigation system mapped out by him. It is safe to estimate that at present more than 10,000 people find remunerative employment in the Pacific Northwest through Mr. Villard's various enterprises, and these 10,000 in turn keep up large numbers of merchants and artisans. These all combined are heavy consumers of the farmers' products, so that every branch of occupation is directly benefitted by the pluck and enterprise of Mr. Villard.

ASTORIA.

In this issue will be found an excellent and faithful picture or the best portion of Astoria; and the important relation this city bears to the whole Columbia region justifies that we shall give fair mention of its present and prospective importance.

Astoria was founded three-quarters of a century ago by John Jacob Astor, as it was the first location made for the prosecution of the fur trade on the North Pacific. That early history has been read in various forms, the most attractive being that contained in Washington Irving's charming narrative. It is still possible to recall the site of the old structures erected by Astor's company in the outset, by the outline of the embankment, now almost obliterated, they threw up around their palisades.

Whatever may affect the commerce of the Columbia in years to come, we may look upon Astoria as the permanent depot for supplies—the actual seaport of the Columbia—and the point where all heavy ships must complete cargo. This has necessitated the construction of warehouses and wharves of great capacity, and they will increase in number and capacity as the commerce of the region develops. A glance at the map shows the favorable position the city occupies. So far as the lower

river is concerned, it bears an important relation to all parts as the depot for export and supply. We will briefly recapitulate its advantages.

Astoria has an intimate connection with the salmon trade; the thousands who man the fishing boats and constitute the working force for fisheries and canneries, make their headquarters at this place, and from here the great quantity of supplies needed for these fisheries is drawn. The lumber mills along the Columbia swell the Astoria trade. The shipping that comes and goes is constantly on the increase; and this trade in many lines of goods is important, and demands many vegetables, fruits, meats, etc., that make a cash market for products of farmers of that section; so that it is understood that Astoria is the best market in the State for farm products. The prosperity of the surrounding country of course keeps pace with that of the town. Clatsop has many fine farms; up the bays and streams to the south there is a good country that is developing fast, and all along the river settlers are making clearings for miles back, and becoming producers and consumers, in both of which capacity they benefit Astoria.

That city is fast acquiring wealth, and when her citizens gain in fortune so that they can embark in greater enterprises, there is certainty that they will build up their town, because they possess public spirit to a remarkable degree. It will be seen that the various interests which center here are sufficient in themselves to build up a good business center. But our bird's-eye glance has not gone out of sound and reach of the Columbia river, whereas, we must recollect that Clatsop county has a good area of soil fit for cultivation as soon as it can be cleared of brush and timber, and there is a good section of country extending north from Baker's bay, with out-put at Ilwaco, that will eventually trade at Astoria, and bring its products to that point, comprising a great portion of Chehalis county, and all of Pacific county, in Washington. All things considered, the future of this city must witness continued progress.

Let us now look at the expectations its citizens have of business connection with the Willamette and Upper Columbia regions. The railroad system

of the Columbia cannot be considered complete unless it is continued to the mouth of the Columbia river. This they consider only a rational belief on their part, for it is not the policy of Portland to throw, they say, any trade in the direction of Puget Sound. The building of a railroad is also liberally encouraged by the munificent land grant, and the route of road lies through the Nehalem valley, which must become populated and highly appreciated as soon as it is penetrated by a railroad. With railroad connection established to Portland, and so with the Willamette Valley and the great upper country, Astoria counts upon being able to benefit itself in various ways. Whatever advantage such connection can give they will certainly make the most of, and they expect to draw a great part of the wheat of this valley directly to that point. We present their case from their own stand-point, and the reader will see that they are not standing on nothing.

We have shown now that Astorians have great expectations by land and ocean, and we must not forget that they look ultimately to see as great benefits come floating down the Columbia. Their scheme includes the effects to result from making the great river navigable from Lewiston to the sea; and when that is accomplished they expect a fair share of the products of this vast interior to make a straight passage to their wharves. Thence they hope to load ships direct for all foreign ports.

We believe that we have stated the case fully, and given Astoria the benefit of all it can claim or does claim. The great future invites competition from every seat of power, and as Astoria becomes powerful there is no doubt that she will compete manfully for all the honors within her reach. Seated on the hill-side, overlooking the land, the rivers, bays and ocean, she will be Argus-eyed in protecting and demanding her own, at least.

WALLA WALLA BUILDINGS.

The chief city east of the Cascades is no doubt to be Walla Walla, and in presenting in this issue additional illustrations to those already shown in previous numbers, we realize that the readers of the WEST SHORE wish to know something of a point so noted, and which is so rapidly growing in wealth and population.

Walla Walla is placed in the midst of a region that possesses wonderful fertility, so much so that it is difficult for some to believe the stories current, and well attested, of the productive capacity of the soil. With such a wonderful region to draw on for support,

it is no wonder that the city of Walla Walla grows and improves in all material respects. The town is handsomely laid out. The streets are lined with numerous shade trees; beautiful homes abound, and many industries are well maintained. Socially, it possesses many attractions and great advantages. The business streets, when trade is active, are alive with teams from far and near. It is a live town; certainly you will think so when you watch wheat wagons unloading by the hundreds, and see the immense stocks of grain that are stored for shipment. Walla Walla is central to a great extent of country, and therefore has a commanding business position. The location of the military headquarters of the upper country at this point makes quite an item in its trade, and adds greatly to its social relations. We expect that rapidly and certainly this city will change from wood to fire-proof structures, until all the business town shall equal the edifices we show this month. Already Walla Walla has more and better brick buildings than any city in the Northwest excepting Portland and Salem. The massive structure of Paine Bros., located in the very heart of the business part of Walla Walla, has but few superiors, even in Portland.

The Odd Fellows Temple will compare favorably in design and execution with buildings used for like purposes elsewhere. It is the sole property of Enterprise Lodge No. 2, I. O. O. F., and cost them complete the sum of \$16,000. Its location, corner of Main and Fifth streets, is a pleasant one, and is considered a very valuable business corner. On Main street it has a frontage of 60 feet, by a depth of 85 feet on Fifth street. The first story is 16 feet high, the second 18 feet, and the dome 20 feet. The lower floor contains the salesrooms of two prominent business firms, whilst the upper floor contains two lodge rooms, one of them fitted up by Enterprise Lodge for their own use at an expense of over \$2,000. The other Odd Fellows' Lodge, as well as the Encampment, the Knights of Pythias, A. O. U. W., and Knights Commanders of the Sun, each rent this room from Enterprise Lodge. The east room was fitted up by Walla Walla Lodge No. 7, A. F. and A. M., who in turn rent it to three other Masonic lodges and one lodge of A. O. U.

W. From this it will be seen that protective associations are well represented in Walla Walla, and that the refined taste of its members induces them to erect such a creditable structure to meet in.

A PORTLAND BUSINESS STREET.

Our artist this issue brings our readers to a realizing sense of what the great shopping center of Portland is, for he introduces you to the magnificent blocks of retail stores on First street, where the thousands of customers, in town and from the country, procure their merchandise, study fashions and suit themselves with anything and everything, from a simple ribbon to a full-dress suit. First street is very cosmopolitan. Here you find all sorts of people, and can see and buy all sorts of things. As you pass along you glance into jeweler's show windows, where gold and silver glitter, and many jewels flash. The ordinary passer-by is hardly able to withstand the attraction of these rich displays. Portland is becoming such a seat of wealth and luxury that the jewelers have to carry heavy stocks of goods. Here are emporiums of fashion, where our lady friends are embarrassed with richness of attire, beauty of fabric and the latest fashion. Costly merchandise fills their great windows, and is displayed with consummate art to bring custom. Portland is not so far behind Broadway, perhaps, as you imagine. Here a millinery establishment shows how the ladies' heads are turned when they try to fit bonnets on them. Here is a good clothing house, where the male fashions have sway. Here our gentlemen friends can rig out for a full wedding outfit, or can modestly clothe themselves in business suits. First street has immense establishments where carpets, furniture and such like wares are sold, where the ladies love to linger almost as well as in the dry goods and millinery houses. Next to what one wears humanity loves to see a home that is comfortably and elegantly equipped.

Front street is a world of itself, for Portland has immense wholesale houses that make little display, but carry on a trade that grows to millions, and wherever you turn in this growing city you see new structures rising. The work is more and more substantial every year, because the world realizes the certainty of its destiny, and that no slight work or ephemeral structures will answer the requirements of the future.

DALLES-CASCADES RAILROAD.

The distance between The Dalles and the Lower Cascades is, by railroad measurement, 46 miles. The construction of a road bed along the bank of the Columbia, between the two points named, is work of greater magnitude than the tourist, though a civil engineer, would imagine. The road bed has to be made over, in, and through solid basalt rock for nine-tenths of the distance. Much of this rock rises almost perpendicularly from the river many feet in the air. A track has to be cut through the side of this rock, involving much drilling and the explosion of much powder. In several places huge sections of the rock have been thrown into the water. At other places deep cuts have been made in the solid rock. At two places, tunnels, each over four hundred feet in length, have been bored through cliffs of solid rock, which rise abruptly for hundreds of feet above the water. At one place, known as Shell Rock, the road had to be constructed over a mass of sliding fragments of basaltic rock, which moved from near the summit of the mountains whenever the bottom rock was disturbed, as a pile of wheat will slide down from the top when a shovel full is removed from the bottom. To crown all, about four feet from the surface the fragments of rock are encased in ice, not ice that is clear as crystal, but ice that has been discolored by the rocks it embraces. Chief Engineer Thielsen is of the opinion that, way back in that period when the white man knew not of the existence of the Columbia river, there was a winter of such great severity as to freeze the water which trickled through this vast pile of broken rock from the small streams that flow down the mountain sides in rainy weather, and that the sun has never since had power to thaw it to a greater depth than a few feet from the surface. To cross this mass of sliding, ice-bedded rock, temporary dams were made of timber at various points above the track, to retain the rock as excavations were made, and solid walls of masonry were constructed to keep the slippery mass in place. This work, after much skillful labor, was successfully performed, and a solid road bed made below the wall. There are numerous places requiring long embankments to be made, and many heavy fills, while there are a large num-

ber of pieces of trestle work required, one bridge being eighty-five feet high and seven hundred feet long. Then the road bed is a very crooked one, being, as one engineer described it, a succession of curves, many being quite sharp. Taken as a whole, the road bed between The Dalles and Portland is a very heavy one to construct. It is estimated that the section between The Dalles and the Cascades will cost an average of \$42,000 per mile, or a total of \$2,000,000. The work of construction is being prosecuted with great energy, there now being engaged in the labor about 4,000 Chinamen and 400 white men. The work is of such a character that few, if any, scrapers can be used, and only about 200 horses are employed, mostly in cart work. Several steam drills are employed in the rock work, and large quantities of powder are daily used in blasting. The engineers confidently expect to have the grading between The Dalles and the Cascades finished before the first of October, when the grading force will be set to work between the Cascades and Portland. Nearly seventeen miles of track have been laid, beginning at the Lower Cascades and extending above Shell Rock. Trestle building and track laying are both being pushed as fast as timber and rails can be obtained, and it is confidently predicted that the track will be laid and regular trains running to the Cascades before the first day of next November. Several ship loads of iron are daily expected to arrive at Portland. At a point some 15 miles below the Cascades, known as Table Rock, the work of boring a tunnel 630 feet long is being prosecuted, the workmen already being half way through. Chief Engineer Thielsen expects to have the cars running between Walla Walla and Portland before New Year's day.

An idea of the magnitude of some of the work can be obtained by imagining a section of rock about 800 feet long, 30 feet wide, and from 90 to 150 feet high, being blown into the river by the simultaneous discharge of seven blasts, containing an aggregate of 30,000 pounds of Judson, a species of giant powder. The passengers on the boats between The Dalles and the Cascades find much to interest them in viewing the operations of the graders,

whose numerous camps call to mind "the tented field." Daily the passengers on the up boats are saluted by the firing of numerous small blasts, resembling a light cannonade, throwing clouds of dust and smoke into the air and sending showers of rock far out into the river. When the road is finished between The Dalles and Portland, a ride over it will afford a treat to lovers of mountain scenery, which cannot be excelled in any other part of the earth. Those of our readers who have made the passage between the points by steamers, and gazed in awe and admiration upon the towering mountains, upon whose heights tall pines are dwindled into shrubs in diziness of distance, between which flows the mighty Columbia, will miss, in riding the cars through the same region, one-half of the picture, because only the mountains on the Washington side of the river will be seen from the car window. But those who come after us will find enough to admire in half the magnificent scenery to compensate them for the expense of the trip. The O. R. & N. Co. will, we understand, put observatory cars on this portion of the road for the benefit of tourists.

A FRUIT COUNTRY.

A ride through the northern and older settled part of the country at this time will be apt to convince the most skeptical that for fruit growing this region is unsurpassed both as regards quality and productiveness. Apples, peaches, pears and plums grown here will compare as regards quality and size with any of the most favored localities either west or south, in fact the fruit attains a size here that would be called enormous when compared with fruit of the same varieties grown in any of the eastern states. Trees are breaking down with their enormous load of fruit, so productive is the soil and climate for the growing of fruit. Although but a few years has elapsed since that branch of agriculture was undertaken and the trees are all young, numerous orchards will yield, at a low estimate, five tons of apples to the acre. Quite a number of trees will be ruined this year, caused by the limbs breaking from the enormous loads of fruit they have to carry.—*Pendleton Tribune.*

CHANGES IN TFN YEARS.

By contrasting a trip made between Walla Walla and Portland now, and the same journey accomplished ten years ago, a good idea of the progress made in this country can be obtained. Ten years ago the Walla Wallaian, intending to visit Portland, made his arrangements days before, and if he did not make his will, he at least solemnly took leave of his relatives and friends. A Concord stage coach, drawn by six horses, constituted the means of travel between Walla Walla and Wallula. The usual time occupied by the driver in making his twelve horses, divided into two teams, draw the coach and contents over the thirty miles of sandy, alkaline, hilly road, was seven hours. Opposition some times caused the knight of the whip to persuade his teams to make the distance in less than six hours. The inside traveler always prayed for a spirited opposition, as it shortened his misery and lessened the load of dust his unwilling lungs received. Once at Wallula the unfortunate stage passenger washed himself in an unattractive, not to say dirty, tin wash-dish, mopping his streaming face with a suspicious towel, and, after an indifferent meal, consigned his weary bones and bruised flesh to a hard bed and industrious bugs. The next day the journey to Celilo and The Dalles was made, in comparative comfort, by steamboat and railroad. The traveler was fortunate in those days who obtained, at The Dalles, a room with a single bedstead in it—a room to himself was impossible, as the social and odorous fellow who inhabits cracks in bedsteads and walls thrust his unwelcome company upon the just and unjust with impartial and industrious vigor. At the unseemly hour of four o'clock in the morning the knuckles of the watchman beating the Devil's tattoo upon the bedroom door would rouse the traveler to hear a hoarse voice proclaim, "Time for the down boat, sir." Hustling on his clothing and gathering his grip-sack, the unfortunate man, half asleep, would hurry down stairs into the office, settle his bill, and start in the dark for the boat, where a dozen or two more persons would be found trying to finish naps on stools or benches. If our traveller knew the ropes, or rather the steward, he would speedily procure a cup of strong coffee and brace up for the day.

After a reasonably pleasant trip by boat and rail Portland would be reached late that afternoon. The return trip was worse, because it required getting up at four o'clock in the morning at Portland, and a ride the next morning, before breakfast, of sixteen miles in the cars, from The Dalles to Celilo. In those days three days and two nights were consumed in the journey between Walla Walla and Portland, and as boats ran but two or three times a week, owing to the season, the round trip between the two points, with a short stay in Portland, occupied, according to the luck the traveler had in making connections, a week or ten days. The journey either way was unpleasant, and to most people so exceedingly disagreeable, that it was never made unless it was absolutely necessary. No one made the trip for pleasure, and as a consequence "travel was light."

Now, if a man has business in Portland requiring his personal attention, he puts on a clean collar, thrusts a tooth brush in his pocket, kisses the wife of his bosom "by-by," and entering the sleeping-car at the depot, goes to bed when he wishes to, and wakes the next morning at The Dalles in time to take the seven-o'clock boat, one of the large stern-wheel fleet, admires the scenery, talks with acquaintances, reads a paper or novel, and passes the time in one way or another until about three o'clock in the afternoon, when he lands in Portland, fresh and ready to transact the business that caused the journey. Generally the business can be transacted during the evening, and the man is ready, after a night's sleep, to take the boat at seven A. M. for the Cascades and home, the latter place being reached the next morning. Thus, in sixty hours from the time the Walla Walla man said "good-by," he has visited Portland, transacted his business and returned home—in fact, he has been so far and done so much in so short a time that he must be in great request in the community if his absence has been noted by any one outside of his family and possibly a newspaper reporter.

In six months from to-day the trip between Walla Walla and Portland will be shortened several hours, because then the cars will be running between the two places, and passenger-boats will be things of the past.

The trip now is neither very tiresome

or disagreeable, and delicate ladies can and do make the journey for health and pleasure. "All the modern improvements" are rapidly reaching Walla Walla and adding the comforts devised by man to the attractions the Maker of the Universe placed around its beautiful location.—*Walla Walla Union*.

BAKER COUNTY (OREGON) MINES.

From J. W. Virtue, banker of Baker City, who is one of the oldest settlers in the county and whose extensive connection with the leading mining enterprises, says the *Bunch-Grass Gazette*, entitles him to be recognized as authority, we have gleaned much valuable information in regard to the mineral resources of Baker county. He estimates the amount of gold and silver produced from Baker, Union and Grant counties since the discovery of gold in 1862, from placers, at forty-five millions. The yearly products now amount to one and one-half millions, principally from shallow diggings, from three to thirty feet deep. Very few of our old river channel gravel mines, from 60 to 200 feet deep, have been worked, although a large amount of this class of mining ground is to be found in Baker, Union and Grant counties. Some of these deep gravel channels have been prospected on the head of Powder river which average \$136,000 per acre. It requires capital to open these immense deposits and turn on the necessary amount of water, but water can be procured without the expenditure of very great sums of money, and the gold products of these counties will be greater twenty years hence from placer and gravel mining than ever before. Quartz mining is in its infancy, and yet the yearly product is about \$650,000 and the yield from that source has been about eight millions. Baker has the following mills: Connor Creek, 20 stamps; Gold Hill, 10; Moore and Eastabrooks, 2; New England & Oregon Mining Company (organized in Concord, N. H., a very responsible company,) 5; silver; Virtue Gold and Silver Mining Co., 20, with steam hoisting and pumping works; Mammoth, 5; Tom Payne, 2. Besides, about 30 arrastras. Grant has about 40 stamps, the principal mill being the Monumental, 15, and supplied with all the modern improvements. Over three hundred gold and silver ledges are being developed, awaiting capital to put up machinery, prominent among which are Cable & Sons group of six mines, Cable Cove, Buffalo, Hazard, Silver King, California, Granite and Silver Peak.

THE MOST PRODUCTIVE REGION.

Looking about the world and taking into consideration the productions of different countries for the year past, we are surprised to discover that more or less of failure of the wheat crop, which is the great food staple among the enlightened nations, has occurred everywhere. The last news we have, that is reliable, shows that even the expectations of a few weeks ago are disappointed among the countries of Europe, and that the yield in America falls even short of what was stated in early harvest. We may expect that returns will continue to diminish the world's supply and that the stocks of breadstuffs will be severely tested, by actual demand, before the harvest of 1882 can come to recruit them.

But it is not our purpose to discuss the question of supply and demand. That is the province of others, while we introduce, by the recital of these facts, a comparison between countries and sections that will show, what may seem to be a startling assumption, that the whole world over, no other region has equalled the production of wheat in the Columbian region. The claim made that the Pacific Northwest has extraordinary producing qualities, is not a vain one, but is borne out fully when such a year occurs, and crops throughout the world come short of the average.

California last year surprised the world by raising 17 bushels of wheat per acre and had a surplus of more millions than could be shipped, but this year her wheat growers will not realize over 8 bushels per acre. Throughout the states of the Union east of the Rocky Mountains, production seems to have fallen off one hundred million bushels below last year. So far as correct details are to be had, they show that former estimates of deficiency were below the facts. Minnesota was the one state that held up well and was turning out her usual harvest, but later reports from there have made the yield grow "small by degrees and beautifully less," until the reputation of that great state, and of the northwestern territory beyond there, for premiums in wheat production, is seriously compromised.

As near as can be ascertained, the total wheat yield of the eastern and middle portions of the United States falls short of equalling the harvest of 1880. It is a fearful thing to diminish

the crops of a country so tremendously, and in this case the seriousness of the loss is increased by the terrible drouth that has since harvest cut off the corn crops one fourth, besides doing great damage to all other growing crops. But California has lost more severely in percentage than the states to the eastward, as her most sanguine minds do not estimate the yield of 1881 of over one half that of the preceding year. While this is so, we see the Columbia river region entering the world's markets with far increased supplies, and are receiving statements of actual productions from different directions that are simply wonderful.

Here in western Oregon, we know that there is a good average yield. Only in case of poor cultivation is there complaint of poor crops, though it is asserted that fall sown wheat in some instances has produced less than was expected, owing to some climatic exigencies that affected the growing plant at a critical point of growth in spring, but did not affect later sown grain. We know many farmers who averaged twenty bushels to 25 bushels to the acre, and that summer-fallowed went 30 to 50 bushels to the acre, while the average of production will not fall much if any short of what has been considered more prosperous years. But the newer fields of eastern Oregon and Washington come to the front with enormous yields that must astonish the older world. Dr. Blalock, of Walla Walla, farms thousands of acres and his crop on summer-fallowed land this year was 1,000 acres, on which the lowest estimate we have heard has been 43 bushels per acre, some portions going considerably over 50 bushels. Besides this, the doctor had as much land sown on stubble, which averaged 25 bushels to the acre. Lately a responsible farmer living near Walla Walla certified, and his employees and others endorsed the statement, that he took seventy bushels per acre off a field of thirty acres, a test that covered enough ground to be considered very remarkable. Farmers in that region grow wheat they call "volunteer crops," where they sow the stubble land with wheat and harrow it in, without plowing. This slipshod and shiftless method can hardly be called cultivation, and yet they have harvested 20 to 25 bushels per acre off from land thus slight-

ingly treated. Prospect Farm, in Umatilla county, Or., that belongs to citizens of Portland, turned off about twenty-five bushels to the acre on two thousand acres. All the reports from Eastern Oregon and the different sections of Eastern Washington—from Walla Walla and Columbia, Cowlitz, south of Snake river, Palouse and Spokane regions, north of Snake river and Klickitat and Yakima near the Cascade mountains—all speak of a good yield and great surplus for export.

This, too, in a year when all the world has short crops and diminished harvests. The satisfaction one feels in the supremacy of his own region is natural. We have chosen our homes in the far north-west, on the waters of the great western sea, and having come thus far to seek a place to remain permanently, we naturally rejoice to see our choice and judgment vindicated by satisfactory results. Certainly these crop reports that show the Pacific north-west has produced abundantly in a year when production elsewhere was deficient to a very remarkable degree, are eminently satisfactory. We do not need or desire to rejoice over the want of agricultural success in other countries, when we recite their misfortunes, and comparison with the productions in Oregon and Washington is not in any sense unkind, for we have a right to rejoice and make facts known that will show the superior inducements these states offer for settlement and development. Our neighbors are apt to throw the shadow of their greatness over us and keep us out of sight. They adopt our products and send them to the world's best markets as their own. They buy us and sell us in various ways, and the time has fully come when we must assert ourselves and decline to be patronized or overlooked. From henceforth the Columbia river will be known unmistakably abroad for the excellence of its leading staples. The salmon of this river leads the first of all countries for its quality. Our wool is already sought after by manufacturers who know its value. Our breadstuffs excel in quality and value those of any other region, including our neighbor, the Golden State, to the south of us. Then are not all the articles we offer the world that possess essential value above the average, but others are only partially developed and need not be

named at this time. We might show that our fruits, vegetables, wheat, wool, flax, oats and hops, all stand in the first rank, but it is enough in this paper to show that in quality and productiveness our wheat leads the known world.

Looking to the future, we seem to see the day close by when development and progress must call out, into active operation, untold, unknown and wonderful resources of this favored region. Immigration cannot fill our productive districts for many years, but they must fill up rapidly and the world's appreciation will develop and increase just in proportion as we succeed in placing our vast resources before the world, and in making our products known.

FLAX CROP.

Such a favorable year for the culture of lint flax has never been known in Oregon. Lint or fiber flax from the Willamette valley carried off the prize at the centennial exposition in 1876, where it was in competition with samples from Ireland, Holland, Russia and Austria. If we remember right the specimen shown there was three feet long, and this season we can show over 150 acres in Linn county that will beat that measurement six inches. Besides that we can show fifteen or twenty acres that already measures four feet nine inches in length, and by the time it is ready to be taken from the ground it will in all probability be fully five feet long. This latter is an experimental crop raised by S. Robinson, and is from some of the celebrated Riga seed imported by him from the old country last winter at a cost of about \$10 per bushel. Mr. James Thompson, the gentleman who put this flax in, is an old Belfast Irishman, and the remarkable success of the crop shows that he understands its culture thoroughly. We now have a twine mill in Albany which will do a large business this year, but we are confident that in a few years linen factories will be more plentiful in Oregon than woolen mills. In Ireland the lint flax is about 28 inches long, and their soil has run down to such an extent that at the late annual meeting of the Belfast Flax Association the secretary was ordered to correspond and ascertain where the culture of flax was most successful, so that the manufacturers would know where to draw their supplies of raw

material from in the future. It seems to us that flax four or five feet long is about what they are looking for, and if they should import a few loads from this country, we will soon have some of their mills over here. Already this season some two or three factories have been brought over from Ireland to the Eastern States, and they, of course, think it profitable to make the change or they would not come. If it is profitable to work up flax in New York and New Jersey, and to import considerable of the raw material, paying a duty, as they do, of \$30 per ton, how very much more profitable would it be to do the manufacturing here, where the best flax in the world is raised, and where the climate is peculiarly adapted to the working of flax fiber.—*Albany Democrat.*

A LOOK AT UMATILLA COUNTY.

A correspondent of the *Ohio Pioneer*, who lately made a journey through Wasco and Umatilla counties, writes enthusiastically as follows:

Now comes Umatilla county, and I think the definition in our language would mean "The land that can produce more wheat, barley, corn and tomatoes than any other country on the earth, according to its average." Umatilla has also been a glorious country for stock of all kinds; but the tens of thousands of heads that have been roaming at large over it have finally made it yield to the inevitable, and the grasses which once covered its surface are fast disappearing, and weeds and thistles are taking their place; but one consolation remains with us,—the land can be made to produce fields of grain that no other part of God's earth has ever before equaled.

I must retrograde a little, and say that I have traveled over all the grain growing counties of Western Oregon and have seen their largest acreage, heaviest crops and greatest average, and never at one sight, nor in one day, nor one month have I seen the amount of grain that I saw from the top of the hill between Butter creek and Birch creek,—the hill country which lies from Pendleton down the Umatilla river and up Wild Horse creek to its head and over the hills to the summit that slopes off to the Walla Walla valley. The whole country is a solid field, with lines of fence and roads and small pastures

alone breaking the monotony of wheat, barley and oat fields. But thank God for the monotony, when it is occasioned by fields of waving grain, giving promise of greater yields than blessed the land of Egypt when preparing for the seven years' famine.

THE SPOKANE CLIMATE.

ITS INFLUENCE UPON THROAT AND LUNG DISEASES.

It is a noticeable fact that residents of all parts of this coast are watching closely the effect of the Spokane climate upon persons who have been suffering with throat and lung diseases in their various stages. The dry, light, invigorating atmosphere—pure and healthy—has been the delight of all who have had occasion to test our climate. It has been recommended to those blessed with perfect health, as well as those suffering with climatic or other diseases of the body. Many persons have come to test the health-giving influences of our climate. Some have gone away, and others are coming every day. It cannot be expected that every sufferer can find immediate relief in this or any other climate. Some persons make no effort to stay the ravages of disease till it is deep-rooted, and then hope to eradicate it in the course of a fortnight. Such cases are almost hopeless under any circumstances. Others watch the first symptoms of declining health with commendable interest, and take early steps to stay the attack which disease is making upon the very citadel of life itself. The altitude of the Spokane country averages about 2,200 feet above the level of the sea. This is a good altitude for a dry, light and healthy atmosphere. Within six miles of Spokane Falls one can ride up into the mountains 800 feet higher, where there are springs, shade trees and luxuriant grass. Health-seekers here can find altitudes to suit their conditions. Our atmosphere under all ordinary circumstances is light and pure. It is almost impossible for a healthy person in this country to have poor lungs, or to suffer with any kind of disease of the throat. Sickness in the families of our oldest residents is quite an uncommon occurrence. Taken all in all, the Spokane climate is exceedingly healthy, and has a good influence upon persons suffering from ill-health. It is especially beneficial to those afflicted with throat and lung diseases. If they come here before it is too late, they can generally get relief; but hopeless cases cannot be bettered anywhere.—*Spokane Times.*

THERE is a flattering future ahead for Dayton, and, next to Walla Walla, it will, in course of time, be the most prosperous town in Eastern Washington.

Mr. Villard and his associates, which includes the Northern Pacific railroad Company, the Oregon Railway and Navigation Company, the Oregon Trans-Continental Company, etc., have united in putting a scientific exploring expedition in the field for the purpose of examining into the mineral, agricultural and other resources of the country tributary to the two companies between Lake Superior and the Pacific coast. Prof. Raphael Pumphelly, until now in charge of the coal and iron department of the last census, has been appointed chief of the vast field of operations which will be explored by separate parties under his direction. The latter has already started for Montana for the examination of the principal mining districts in that territory. The task of the expedition will extend through several years.

PROGRESS.—Two hundred and eight miles of track on the Northern Pacific Railroad are now completed, over which trains make their regular daily trips. The government inspector of railroads will soon pass over the line for the purpose of receiving the road as far as completed. Although more particular now than like officers formerly were, we have no doubt the commissioner will find the road substantially completed and worthy of acceptance.

The O. R. & N. Co. deserve praise for putting on three boats per week to remove our products this year. We should like to see Mr. Villard come up and see for himself our magnificent prairies so that he could gain some idea of the urgent necessity there is for the construction of a railroad to this point. From conversation we have had with property holders here we believe that free right of way and, probably, depot grounds will be granted to the company. Lewiston is the key to the Far Interior, and the company that comes here first will command an empire in area and resources.—*Lewiston News*.

SALEM.

For several years Salemites have been constantly jeered by non-residents about living in a dead city. We have been told that were it not for the annual state fair and sessions of the legislature, Salem would only be good for a cow pasture, but it is now apparent that the

future of the city will fully justify the faith of those who have hoped on and hoped ever, while they waited patiently for the coming time of merited prosperity. The central location and superior water power, together with the unrivalled richness of the surrounding country, presented advantages that could not fail to be appreciated in due time. Capitalists perceiving this, have started in to utilize this splendid water power to the fullest extent. It cannot be done in a day, but as fast as the circumstances of the case will admit. No New York or London is possible, but a thriving manufacturing village is assured, with an ever-increasing importance. The foundations are well laid, the site being the most beautiful in the state, and free from malaria, and the broad, regularly-laid streets, give the city the appearance of grandeur and solidity. The educational facilities of the place have kept in advance of the population. The public buildings of the state and county add much to the dignity of the place. All combined add beauty and home-like attractions to business ventures. Our state is destined to become pre-eminently a manufacturing state; these natural advantages are most favorable. There is no point on the coast where all the requisites for a manufacturing center excel our capital city.—*Statesman*.

OLYMPIA, W. T.

Olympia reminds one of Victoria. The people of the latter town maintain the reputation of true Englishmen in their methods of doing business. They never hurry—take life easy and live more for the pleasure of life than the attainment of wealth. The American people on the contrary, as a rule shorten their days and cheat themselves of half the pleasures of life, by untiring devotion to business and the getting of money. But this objection certainly does not lie when applied to the residents of the capital at the head of the sound. Business is conducted on the slow-going plan of our British cousins, at Olympia. To a stranger or occasional visitor standing on the street corner, the conclusion is reached that every one is employed by the government at liberal salary to fill every position. There is no rush nor hurry nor bustle. Everybody seems to be provided for life in advance, and to be thoroughly convers-

ant with the soothing fact. Business houses open late and close early. After selling you an article of merchandise, the easy-going, independent storekeeper or clerk never asks you "Is there anything else to-day?" He thinks you can come back to-morrow or ask for it.

There are many family conveyances in Olympia and the streets and roads are well adapted to driving. But no one ever thinks of driving beyond a modest little trot, except the butcher, and he steals out in the morning before the quiet town is half awake. Even the very engine that conveys the passengers over the narrow gauge road to the Northern Pacific at Tenino moves softly away, and every "cough" seems to apologize for its indecent haste. The Sabbath-like appearance of the capital is rendered more impressive by the deep shade that has fallen upon the streets, softening the noon day glare, and making the twilight early in the evening.

Notwithstanding the apparent indifference to the outside world, and its absence of energy, Olympia is the most beautiful and perhaps the most desirable place of residence on the sound. Its people are noted everywhere for open-handed hospitality and friendship.

There are natural advantages for manufactures at the capital that will some day become factors of wealth to the city at the head of navigation. And there are valuable farming lands lying back of the city that may be reached by a narrow gauge railroad, and thus made tributary to its prosperity. Iron mines, and the coal out-put that in all probability will find development and outlet at Olympia will add to the appreciating volume of business. If all these reasonable things are accomplished, the Olympia of to-day will little resemble the Olympia of the future.—*Post*.

IMMIGRANTS who are hunting for homes need go no further than Spokane county entertaining hopes of receiving more or better inducements to settle. The richest soil, plenty of timber, water without limit, for use and power, an improved school system and every possible prospect of an early market to tide water, through the Cascade mountains. Our people do not propose to allow any to surpass them in the encouragement of moral, social and intellectual development. People here who have friends in the states and other localities need only to write the truth to encourage them to come to this, a land not flowing with milk and honey, but where, for a reasonable expenditure of energy, pluck and muscle, they can get a liberal, speedy and sure return.—*Cheney Tribune*.

VANCOUVER.

Vancouver, to my mind, is the pleasantest spot on this western coast, as it is also the oldest. It used to be the headquarters of the Hudson Bay Company, when that company was supreme from California to the North Pole. A prettier piece of land, or one better adapted for the purposes of commerce, could not have been selected. It lies on the north bank of the Columbia, a stream which drains a watershed nearly twice as large as France, being about 400,000 square miles; its distance from the ocean is about 95 miles, being six miles above the confluence of the Willamette, 18 miles by water from Portland, but only 6 miles from the same place by land. In low stages of water, that is to say when the river does not flood the low land, a steam ferry crosses the Columbia to the south shore, a distance of one mile and a half, every half hour. Not less than eight steamboat departures take place daily from Vancouver for Portland or for the up-river country. It is a point very convenient of access from every quarter.

This place is composed of two parts: one is the village proper or the business portion of the place, and aside from being located on the shores of the second river in the United States, a river celebrated for its important salmon fisheries which supply this delicious fish to every part of the United States and Europe, has little to distinguish it from many thrifty similarly or as favorably located in the western country. The streets are wide; the sidewalks are only planked along the lower part of Main street, for Vancouver, with its population of 2,790 with the garrison or 1,480 without it, is only a city in embryo. The town has a trim aspect and is growing, slowly, it is true, but steadily; real estate has never been here on the rampage; town property is held at this day at reasonable rates; those who invest in real estate will perhaps fail to make fortunes in a few years, but they may be pretty certain not to lose money on their investments. Vancouver, from its position, will always be a pleasant place to live in, and if the railroad from Kalama to Portland, which is to connect the latter place with the Sound, should pass through it, as there is good reason for believing it will, many people doing

business in Portland would come and reside here, this place being by far the more healthy of the two. Vancouver would naturally become to Portland what Oakland is to San Francisco or Evanston to Chicago. At present, the time required by the boat from here to Portland is about one hour and a half, whilst by rail it would only take 15 or 20 minutes, since the distance, as stated above, is only six miles by land.

But the great attractions of Vancouver consists in the barracks, this being the principal military post of the United States on this coast, as well as by far the handsomest also. Imagine an open front on the river for one mile with a southern aspect, a ground rising by a very uniform and easy grade and affording all the way a charming view of the noble Columbia, not only on the opposite bank to the hills back of Portland, but also up the imposing river for many miles—a lovely and extensive landscape having in its back-ground the towering form of Mount Hood, whose brow is covered with perpetual snow—add to this some thirty or forty neatly kept houses for officers' quarters, each with its climbing ivies, roses, wisterias and honey-suckles, each with its well kept flower-beds and its flowing water to keep the whole lot fresh during the summer droughts (for, be it said here, no place is better supplied with pure, cool, soft water than Vancouver village or barracks); add to all this a large and handsome parade ground of a quarter of a mile in breadth by three-quarters of a mile in length, with a fine carriage drive around it, a highly kept gravel walk along the neat picket fence in front of the houses; these, alone, would constitute a scene of loveliness hard to match in this western country.

But many other things still increase the natural attractions of this singularly lovely spot. Take your tea after your day's work is done; walk to the barracks; sit down upon one of the rustic seats built around the few towering children of the forest still left standing to remind you of the past; listen to the music of the military band, which rises like an anthem sung over the departing day; watch the growing shadows as they climb slowly up the hoary sides of Mount Hood, while the west is still ablaze with the burnished golden hues of the setting sun; watch the pale moon at its full as she majestically rises on

this beautiful scene, mirroring her image in the rapid river below; keep your ears open to the harmony of sound, your eyes open to the harmony of beauty; then you will seek your home with a heart intoxicated with happiness at thinking that the world is so fair. I have seen great cities, mountain scenery and roaring waterfalls, but nothing has ever reached the tender strings of my heart like the dying day at Vancouver barracks, while nature and man were vieing with each other to captivate the senses with their manifold beauties.—G. DE NEVEU, in the *Milwaukee Wisconsin*.

LEWISTON, IDAHO.

Whatever may be the outcome of the numerous railroad schemes that are now being planned in our midst, the fact will remain unchanged that Lewiston is the key to the situation, that she commands the entrances to the treasure vaults of the far Northwest.

Lewiston is not an accidental location. It is not indebted for its existence to the laws of chance. It exists through the inexorable operation of natural laws. The original locators of the town site, with the unerring sagacity of pioneers, knew what they were about when they planted the germs of the present city. The town has not been sustained by the application of artificial stimulants to its nerves of trade; its growth, therefore, has been slow—very slow—but continuous, and it will be permanent because of its slow growth, for Nature herself does not favor the artificial transformation of any spot, whatever advantages she may have conferred upon it, into a thriving city in a year or a decade.

The slow growth of the city commends itself to our judgment as the most hopeful sign connected with its future. Lewiston has been identified with the country from the date of its first settlement; there is nothing ephemeral or temporary about it. Its foundations have been laid broad and deep, and they have been cemented with years of untiring industry. Established on such a basis, Lewiston has withstood the vicissitudes which characterize the era of the frontier; she has been tried by time, tested by fire and by sword, and her existence to-day is the strongest proof that she has not been and will not be wanting in the elements required to make a great city—*Lewiston News*.

CAMAS PRAIRIE, NORTH IDAHO.

The broad and beautiful Camas prairie opens out before you as you set your back to Craig's mountains, and look toward the south-east. The straight road in your front leads from you to Cottonwood, Grangeville and Mt. Idaho. What a beautiful stretch of rolling prairie land! Where is there richer soil, or finer prospects? Towards the right is the "Snake country." The Salmon, which flows north-westerly, empties into the Snake not more than twenty miles to the southwest. The Cottonwood, heading near by, runs easterly into the curvilinear Clearwater, twenty miles off; and the Rocky canyon creek, close by, shoots out South-west to join the Salmon; while White Bird makes its remarkable canyon, and empties into the Salmon, a few miles further up that river. This country is as well watered as Eden, and as fertile as any garden which has been much longer under cultivation.

One hundred thousand bushels of wheat have been harvested here this season, nearly all of which is surplus, as most farmers have the crop of 1880 still on hand. With a railroad tapping this section of the country it would produce more grain than all of the Walla Walla valley and Eastern Oregon combined.

Thos. Burgen, of Chamberlain Flat, W. T. has about 25 acres of meadow land which he has mowed for 18 consecutive years getting a good crop each year, but this year he has raised two crops, the second crop being equal, if not heavier than the first, standing 3 feet high and over, so heavy in fact as to lodge in some places.

A FARMER on Whidby Island, W. T., harvested a field of wheat which averages 60 bushels to the acre, and a field of oats which yielded 103 bushels to the acre.

Five acres of volunteer grain, the property of H. Rausche near Pomeroy, W. T. yielded 220 bushels, an average of 44 bushels to the acre.

P. C. JAMES, near Knox's Butte, Linn county, raised about 200 tobacco plants this year, which he claims to be as good as any he ever raised in his former home in southern Illinois. The only fault that parties claiming to be experts find with this tobacco is that it is fiery in taste, but others say that this can be overcome in curing.

A splendid article of limestone from the kiln at Puyallup, W. T., is now being used at the Oswego (Oregon) Iron Furnace.

Cattle buyers are plentiful in Eastern Oregon. As high as \$17.00 per head, is being paid for two year olds.

THE *Albany Democrat* is responsible for the statement that Frank W. Smith, of Linn county, raised cabbages, each of them nearly 50 lbs in weight, and onions measuring from 16½ inches to 1½ feet in circumference, and averaging 1½ lb each in weight.

TO FARMERS AND FRUIT GROWERS.—It gives us pleasure to call the attention of farmers and fruit growers to the card of Mark Levy, appearing in our columns this issue. He is a gentleman we have known from boyhood, and can cheerfully recommend him to those who have fruit or produce to dispose of as a reliable, conscientious business man. He has been in the commission and fruit business in Sacramento, California, from boyhood, and now comes here, believing that he can not only do a profitable business for himself, but be the means of saving thousands of dollars to this State by creating a market abroad for many of our fruits which are now rotting for want of a market. Mr. Levy's business connection with the largest shippers in California and the East enables him to market fruits and produce to advantage. Fruit growers and farmers in general can receive many valuable hints by corresponding with or calling on Mr. L. at his salesroom, No. 122 Front street, near Washington.

THE OREGON TAX LIST.—A neatly printed and most carefully compiled pamphlet, bearing the above title and published by David & W. G. Steel, of this city, has made its appearance. It is published in monthly parts, and when finished will form a complete list of the tax payers of this State, the amount of their assessment and their indebtedness. Every business man ought to have this list, as none can well afford to be without it.

THE card of the Commercial Union Assurance Company appears in our columns. As this is one of the most reliable companies in the world, we take special pleasure in recommending it to those seeking safe insurance. The agents here, Messrs. Harvey & Dawson, are gentlemen deservedly popular amongst our business men, and therefore command a liberal share of the Portland risks.

A VERY large shipment of healthy, full-grown gold fish have just been received by Theo. Herman & Co., No. 650 Washington street, San Francisco. This firm are the most extensive dealers on the Pacific Coast in fish, shells birds, sea ferns, etc. A visit to their salesroom is a rare treat to lovers of the beautiful, and our readers should not fail to call on them when visiting San Francisco.

MR. ZIMMERMAN, well known here, has sold his interest in the Roseburg Foundry to Dr. Bunnell, and the firm now is Bunnell & Frazer. They have superior facilities for making all kinds of castings, and will be pleased to correspond with parties needing anything in their line.

THE Metropolitan Hotel at Roseburg, under the present proprietorship of M. A. Canan, has been entirely renovated, and such improvements made that it can now be considered one of the cosiest hotels in Southern Oregon. The rooms are clean, and the table well supplied with wholesome and substantial fare.

ANY ONE receiving a specimen copy of this number will please consider it an invitation to become a regular subscriber. Payment can be made to any Postmaster, or money can be sent by registered letter at our risk.

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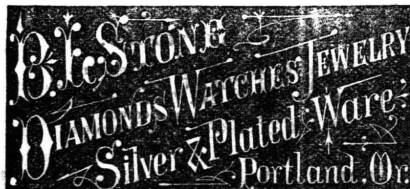
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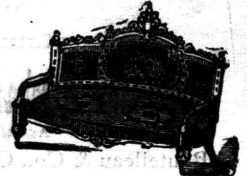
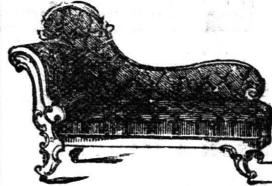
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