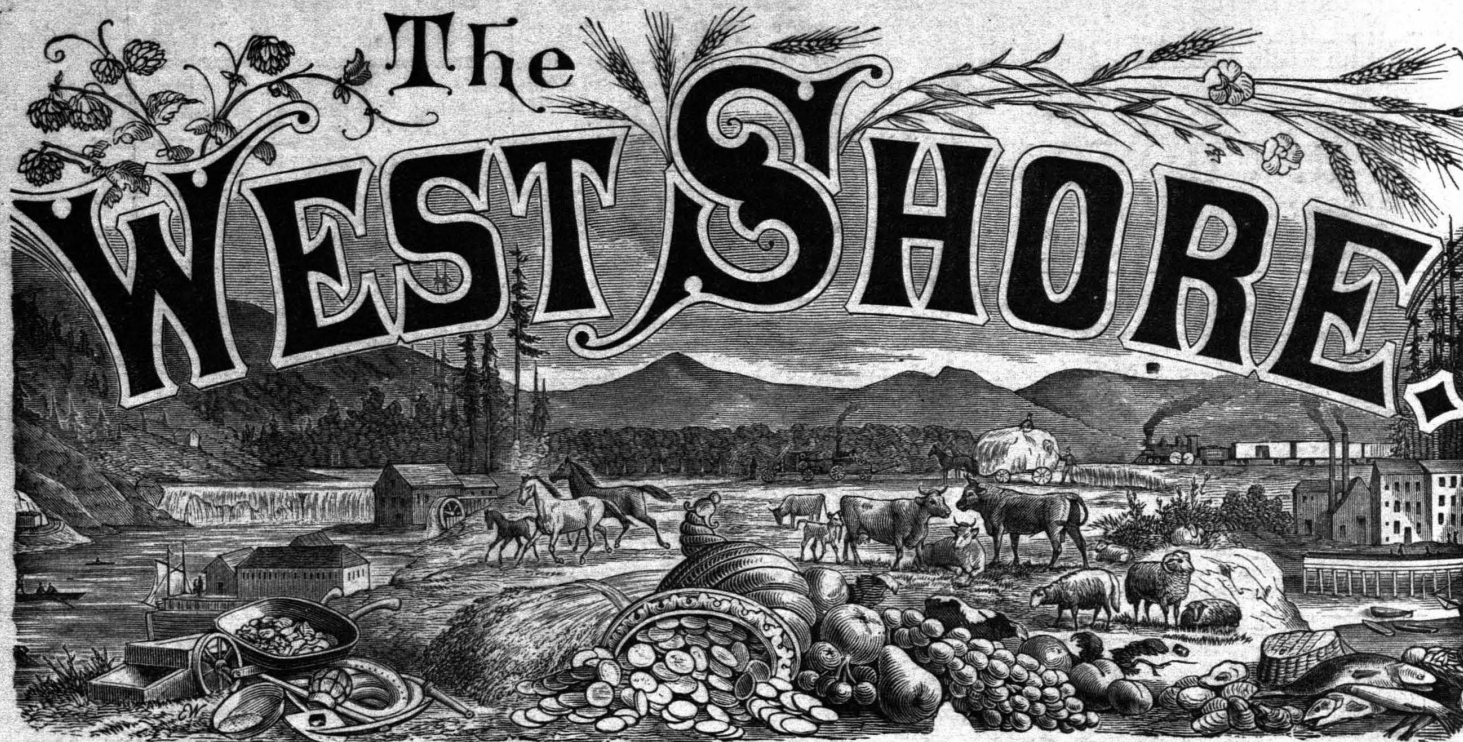


*J. T. Apperson*  
July, 1883.

Vol. IX.--No. 92.



AN ILLUSTRATED PAPER,

Devoted to

*The Resources of the Pacific Northwest*

Published by L. SAMUEL, Portland, Oregon.

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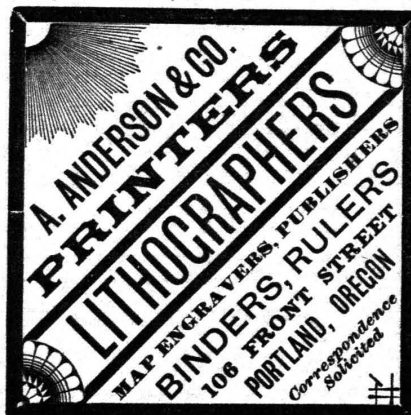
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# THE WEST SHORE.

VOL. 9—No. 7.

{ L. Samuel, Publisher,  
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### SPECIMEN NUMBER.

Any one receiving this copy of THE WEST SHORE will please consider it an invitation to become a regular subscriber.

Great preparations are now being made for the coming state fair. It will be in every respect the best and most satisfactory ever held in Oregon, and will no doubt attract thousands from all over the coast. Our country is full of strangers who are here to "spy out the land." They want to see what inducements we have to offer them to bring their energy and capital here and aid in developing our great resources. Hundreds of these will visit the fair, and we can promise them they will not be disappointed in the display.

Hitherto the Pacific coast has received but a small proportion of the foreign immigration direct, though many have finally reached us by gradual progression westward from state to state. Now, however, the conditions are changing. The advantages of the coast are being recognized in Europe, and with the completion of the Northern Pacific better facilities for reaching the extreme west will be afforded. Advices from both Sweden and Norway are to the effect that large numbers are preparing to emigrate to America and settle upon vacant lands on this coast. The Scandinavians are industrious, honest and peaceable, and no class of immigrants can be more desirable. They invariably bring money enough to start themselves well in a new country, and seldom seek to alter the moral, social or political customs of the people who offer them homes in their midst.

The third of September is the day set for driving the last spike that binds the rail uniting the two ends of the Northern Pacific. President Villard with a special train of officials and invited guests will be present at this completion of the most important undertaking ever carried to a successful termination in America. That the road will be finished at the appointed time there can scarcely be a doubt, as the moderate rate of a mile per day on each end will accomplish this with several days to spare. About the first of August the line from the east will reach the mouth of Little Blackfoot, the point of junction with the Utah and Northern, and then eastern Montana will have rail connection with San Francisco, to be followed a month later by a route to Portland and Puget sound. It is the expectation to run President Villard's special train clear through to Seattle, and in order to do this, great exertions are being made to complete the road from Portland to Kalama and the extension from New Tacoma to Seattle. It will be a joyful day throughout the northwest when this great enterprise is consummated, an enterprise that has transformed it from a frontier wilderness to the home

of civilization, and has united it with the great industrial and commercial centers of the world. It should be observed as a general holiday.

### COLUMBIA RIVER BAR.

Much has been said and written about the bar at the entrance to Columbia river, its effect upon the commerce of this region, the duty of congress to make ample appropriations for its improvement, and the character of work that should be done upon it, but we now propose to consider it simply from a historical and artistic point of view.

For several centuries after the discovery of America, it was the general opinion that there was a northern passage from the Atlantic. It was at first supposed that Columbus had simply stumbled upon a large island, and that this could be circumvented by going either to the north or south. Gradually the Cabots and other explorers, coasting along in both directions, increased the knowledge of geographers, and it was realized that America was a vast continent. The belief in the existence of such passages became stronger after the discovery of the Pacific ocean by Vasco Nunez de Balboa in 1513. Guided by an Indian to the summit of the mountains, he gazed westward upon those waters "beyond America," of which so much had been said but whose existence had, till then, been simply a matter of conjecture. Magellan, the Portuguese navigator, started in 1519 on that famous voyage which added more to the knowledge of geographers than even that of Columbus himself. Three years later his vessel, the *Niçtor*, returned, with a log book containing a record of the commander's death at the Philippine Islands. It had passed through the Straits of Magellan, called by the discoverer the Straits of the Ten Thousand Virgins, had sailed out upon the Pacific and completely circumnavigated the globe. It was by him the ocean was named. After struggling for sixty-three days off Cape Horn, where the tides rose and fell thirty feet, beset by tempests and baffled by adverse currents, he sailed out upon an unexplored ocean so quiet and calm that he called it the "Pacific." Many a poor shipwrecked mariner has since doubted the propriety of the title. Now that a southern passage had been found, opening up the long-sought route to the Indies, the Cathay of Marco Polo and the Island of Cipango, the belief in a similar one to the north was considerably strengthened. The English on the Atlantic coast and the Spaniards on the Pacific, starting from the Mexican possessions conquered by Cortez, sought in vain for the fabled Straits of Anian. For three centuries the search was prosecuted intermittently with long seasons of inactivity, until it resulted in the knowledge that the nearest approach to such a passage was the Columbia river.

On the fourteenth of August, 1775, a Spanish explorer, Bruno Heceta, discovered Cape

Disappointment, which he named Cape San Roque, and observed immediately south of it, in latitude 46°, an opening in the land which he believed to be either a harbor or the mouth of a river. He made no effort to enter it, but from his report the place was variously noted on the Spanish charts as *Entrada de Heceta* (Heceta's inlet), *Entrada de Ascencion* (Ascension inlet), and *Rio de San Roque* (San Rogue river). The point south of the entrance known as Point Adams, he called Cape Frondoso (Leafy cape). During the next few years Spanish, Portuguese, English and American vessels visited the Pacific, but none of them succeeded in finding the Rio de San Roque, of the existence of which they all entertained serious doubts. In 1792 Capt. Robt. Gray, in the ship *Columbia* from Boston, visited the Pacific for the second time, and observed a large indenture in the coast line. Believing it to be the mouth of a river he waited nine days for a favorable opportunity to enter, but was unable to secure it. About the same time Captain Vancouver, of the English navy, saw the same place, but because of the breakers on the bar formed the opinion that no river existed. A few days later Gray returned, and on the eleventh of May, 1792, succeeded in safely crossing the bar, and dropping anchor at the mouth of the stream gave to the mighty river the name "*Columbia*," in honor of his vessel, which had been the first to enter it. Later one of Vancouver's vessels entered and sent a boat's crew up the stream as far as Vancouver. The same year another American vessel entered and anchored in the bay, which has since borne the name of Baker's bay, in honor of the captain. Though the mouth of the Columbia had now been discovered, nothing was known of its extent or the country through which it passed. That it drained an immense area was evident from the volume of water it carried. To the memorable expedition of Captains Lewis and Clarke we are indebted for the knowledge of the vastness of this great watercourse and the extent of country tributary to it. Their map, made from their observations in 1804-5-6 and information gathered from the natives with whom they came in contact, is wonderfully accurate. From that time until the government explorations, the first of which was conducted by Commodore Wilkes in 1841 and the next by Fremont in 1843, gave us accurate maps, all knowledge of the river and its tributaries was derived from the trappers of the Hudson's Bay Company and the American companies, who traversed the country in all directions, but kept few notes of their journeys that could be of much service to geographers. In 1811 the Pacific Fur Company, at whose head was John Jacob Astor, founded Astoria on the south bank of the river ten miles above the bar, and from that time vessels began making regular trips to the river in the interests of the Pacific, Northwest and Hudson's Bay companies, the successive proprietors of Astoria, and with the settlement of Oregon a general commerce gradually sprang up,



that has already reached large proportion and is increasing at a rapid rate. Such is a brief history of the Columbia and the beginning of its commercial importance.

Artistically the entrance to the Columbia offers many attractions. From whatever point of view that may be selected, looking either out or in, a picture is presented most captivating to the artist's eye. From the hills back of Astoria, from the bluffs of Knappton on the north bank, from Fort Stevens or Point Adams, from Ilwaco on Baker's bay, from Cape Disappointment, and finally from the ocean itself, the bar and its surroundings present a scene most pleasing to the lover of the beautiful. The last point of view is the one selected by Capt. Cleveland Rockwell for his elegant painting, of which we present an engraving, a painting highly valuable for its subject, its faithfulness to nature and its excellent coloring. It represents a large ship going to sea, being towed over the bar by one of those little steam tugs, without whose aid no sailing vessel ever attempts to cross. To the right is Point Adams and to the left Cape Disappointment, while in the back ground the wooded hills that form the river's banks come together in the distance and apparently form a complete shore line. It was this deceptive appearance of the hills that led the early explorers to doubt the existence of a river, believing it to be simply an inlet guarded by a dangerous line of breakers. To Captain Rockwell we owe much for his faithful representations of the grand scenery of the Columbia and other places on the coast, and for no picture more than for this magnificent painting of the Columbia river bar.

#### TILLAMOOK ROCK LIGHT.

The difficulties overcome and the expense and labor of establishing and maintaining the various stations of the light house system of the United States, are appreciated by few, even of those actively engaged in the work. We give an engraving of Tillamook Rock Light, as seen from the east, a light that in the difficulties and dangers encountered and the expense incurred in its construction is probably equal to any in the whole system. The following facts are gleaned from the report of Maj. G. L. Gillespie, light house engineer of the 13th district. Three appropriations were made by congress, aggregating \$125,000, for the establishment of a light to serve as a warning to vessels off Tillamook head and to aid them in locating the mouth of the Columbia. It was at first proposed to erect the house on the head itself, but owing to its inaccessibility from the sea, the fact that to reach it by land would require the building of a road twenty miles through a broken and unknown region, and the additional fact that the altitude was too great for an effective light, Major Gillespie recommended a change of the location to Tillamook rock, having approached near enough to the rock in June, 1879, to inspect it and satisfy himself that it was a practicable location.

Tillamook rock is a bold, basaltic mass rising abruptly from the sea, one mile off Tillamook head, and twenty south of the entrance to the Columbia. The water on the west, north and east is from 25 to 40 fathoms deep, while on the south it shoals to 16 or 18 fathoms. As it rises from the sea the face of the rock is precipitous on

the west side for about 15 feet, and then slopes gently back, forming a narrow, irregular bench extending along the north, west and part of the south sides. Springing from this bench and inclining towards the sea, it rises on the west to a total height of 120 feet, with a rounded knob on top. The north side is nearly vertical. On the east it is very steep from the crest for 30 feet downwards, and then slopes off gradually to the sea. On the south side a deep fissure divides the rock into two unequal parts, as is plainly shown in the engraving. The fissure runs into the rock from the west, terminating against a rocky wall that rises abruptly before it to the height of 30 feet, the top of which is the bottom of the gap as seen in the picture. Even in a calm sea the swell beats the water into foam about the rock, while in times of storm the billows dash madly against it and leap far up its sides. The water rushes into the fissure with great violence, throwing spray to the very top of the rock, often leaping over the intervening wall and sweeping down the opposite side. It is a grand sight to witness this mighty power shattering itself in passionate desperation against the immovable mass that stops its onward course. Looking eastward from the rock the shore line is marked by three distinct headlands, whose fir-covered tops rise 1,500 feet above the sea, and at whose bases are visible vast heaps of rocks, some in ledges laid bare by the action of the sea, some in immense broken pieces brought down by land slides from the mountain sides, and others standing in detached masses like the great rock itself. It is an inhospitable coast, and can nowhere be approached with safety in a small boat within twenty miles, save during calm weather in the summer time at Clatsop beach. When first visited by the workmen, the rock swarmed with sea lions, which were indisposed to abandon it to the intruders; but eventually they retired to other rocky retreats further to the south.

The first attempt to land upon the rock was made June 22, 1879, under the management of H. S. Wheeler. The revenue cutter *Corwin* steamed to within a short distance of it and launched a surf boat, which was boldly run close to the east side, notwithstanding the fact that the waves were dashing in foam against it. After considerable trouble two men succeeded in scrambling upon the rock, but before the boat could return to them with a line, the waves rose higher and threatened to cut them off entirely from their companions, and they therefore jumped into the sea and were with much difficulty rescued from drowning. Another attempt was made three days later, when Mr. Wheeler succeeded in landing in person and with a tape line measured the most important dimensions. On the eighteenth of the following September John R. Trewavas and a sailor named Cherry succeeded in gaining foothold upon the rock, intending to make a complete survey, but Mr. Trewavas slipped from the wet slope into the sea, and though Cherry jumped in after him and the surf boat went immediately to his rescue, he was drawn down by the undertow and was never seen again. On the twenty-first of October the *Corwin* left Astoria with men, equipments and supplies sufficient to last several months, and made fast to a spar buoy that had been put down a few days before within 300 feet of the rock. Two men succeeded in landing from the surf boat, and

were taken the end of a cable that had previously been fastened to the mast of the vessel. This they wound around a projecting ledge eighty-five feet above the water and drew it taut. On this cable was put a large single block, called the "traveler," with a long hook suspended from it, and this was drawn forward and backward between the vessel and the rock by an endless rope running through blocks at either end. All the materials and supplies were transferred to the rock by being suspended from the hook attached to the traveler and then drawn along by the rope. Three additional men were landed in this way, riding in a novel conveyance called the "breetches buoy." It consisted of an ordinary circular life preserver, slung from the traveler, to which was securely lashed a pair of breeches cut short at the knees, the latter to support the man in the proper position while in the air, and the former to preserve his life if he should chance to fall into the water. It was impossible to keep the cable taut, as the vessel was in constant motion under the action of the heavy swells of the sea, and it was not unusual for the passenger to be dipped under the waves several times during his short journey. In all, nine men were landed and began work under the superintendence of A. Ballantyne. For the first fifteen days after landing, their efforts were directed towards providing shelter for themselves and their supplies. The rock had no deep recesses in which they could take refuge, and shelter from the driving rains could only be had by making small A tents and lashing them down to bolts let into the solid rock. After blasting out a place for the main derrick, they commenced the work of leveling off the top of the rock, and this was by no means an easy undertaking. The crest was too irregular and narrow for parties to work well in concert, and the wind swept round it with such terrific force that it was impossible to remain there during a gale. Working parties were supported upon staging, suspended from bolt attachments let into the solid rock, until they had blasted out a secure foothold for themselves. In the face of dangers and hardships the men worked diligently throughout the winter, and prepared the rock for the reception of the derrick and so progressed with the main work that a larger force could be utilized. Early in January the coast was visited by a terrific storm, which caused the waves, after rebounding from the face of the rock and filling the chasm on the south side, to be thrown by the wind entirely over the rock a every point continuously for many days, carrying away, in their impetuous descent down the opposite slope, the supply house on the lower level and endangering even the quarters of the men above. The storm reached its height during the night of the ninth, when the men were in their bunks. In a panic they were about to rush towards an apparently secure level higher up, but were restrained by Mr. Ballantyne, who well knew that in the intense darkness they could never cross over the slippery rocks, and would be swept off by the wind into the maddened sea below. Fortunately sufficient provisions had been stored in the quarters to last during the two weeks that elapsed before it was possible to reach the rock with fresh supplies. The force was then increased, and by the first of May the top was leveled ready for the buildings, 4,630 cubic yards of solid rock having been removed. An effort to fill the chasm on the south



side with the excavated material was unsuccessful. Notwithstanding the large size of the pieces blasted out, they were removed by the waves in very short order. By the exertion of much effort and skill the large derrick was landed and set in place, the mast being forty-five feet high and the boom seventy-five feet long. Another large derrick, four small ones, and a large engine for operating them, were also landed. The material used in constructing the works was 5,914 cubic feet of first-class ashlar stone, 2,880 of second-class ashlar, 96,664 brick, and 2,635 cubic feet of sand. These were all prepared and shipped ready for use, and landed from the deck of the vessel by the large derrick.

It is unnecessary to follow step by step the construction of this important station, nor to give in detail the thousand obstacles that presented themselves and were overcome by patience and skill. Enough has been told to give all that was intended, an idea of the expense, danger and difficulties attending the light house system. The work was completed and the light first exhibited January 21, 1881, and the machinery was placed in the fog signals three weeks later. Supplies are now landed by means of the derrick, as shown in the engraving, and a safe anchorage will soon be made near enough to the rock for convenient working of the derrick and far enough from it to escape danger from the swell. Considering the increasing commerce of the Columbia river and the northwestern coast, the light house at Tillamook may be reckoned as one of the most important stations ever established; and by giving it telegraphic connection with Astoria its usefulness may be vastly increased, as then vessels arriving outside can be informed of the condition of the bar, while owners and tug boats inside can be notified of their arrival and if necessary go to their assistance without delay.

#### STEAMBOAT PASS.

Puget sound, with its long branching arms, its islands, capes, bays and wooded hills, its background of timber-clad mountains, and snow-crowned peaks, is one of the most beautiful bodies of water in the world. It is one immense harbor where all the ships of the world can anchor in safety and not obstruct the channel. So deep is it and so abruptly do the shores rise from the water, that in many places there is no anchorage near the bank. Steamers wind in and out of the long projecting rocks, now disappearing around some jutting headland or verdant island, now in the broad open bay and then darting through some narrow, rocky channel just wide enough to admit of their passage, constantly revealing new beauties to the traveler at every turn, and making his voyage a succession of lovely pictures. The Steamboat pass, of which we give an engraving, is a narrow channel between the rocks and islands near the foot of the sound, and is used by steamers and small vessels as a "cut off" from the regular route. The water is deep and to a vessel propelled by steam and guided by a skillful hand the passage presents no dangers. As the boat approaches, it seems as though it was being run full tilt upon the rocks, and the stranger, unaware of the passage, sees nothing but wreck and disaster before him. Suddenly a little opening appears, and into this the vessel glides, following a narrow channel well known to the pilot until it again passes out into deep water on the other side. This is but one of the many incidents that make a journey on that inland sea so full of interest to the traveler.

#### TRANSPORTATION.

The Pacific Coast Steamship Co. has chartered the *Mexico* and placed her on the route from San Francisco to Puget sound, to accommodate the increasing traffic.

The Bellingham Bay & British Columbia R. R. Co. has been incorporated with a capital stock of \$1,000,000, to build a line from Whatcom to a point on the Canadian Pacific about thirty-six miles east of Burrard inlet.

An extension of the California Northern railroad is now being surveyed from Oroville, California, passing through Butte, Plumas, Lassen and Modoc counties to Goose lake. Its route beyond that place and its objective point have not yet been announced.

The Southern Oregon Improvement Co. has elected W. H. Besse, of New Bedford, Mass., president; Jonathan Burne, Jr., of Portland, vice president; William Roach, of Boston, treasurer; Cecil Holcomb, secretary. Work on the railroad from Roseburg to Coos bay will be commenced immediately.

On the extension of the Oregon and California the Grave creek tunnel has been completed. It is 2,110 feet in length. The long tunnel at Cow creek, this side of the other one, will be finished in a few weeks, and then track-laying can be pushed on to Rogue river valley without interruption. Work on the great tunnel through the Siskiyou mountain has been commenced in earnest.

Work on the connecting link between Portland and Kalama is progressing rapidly. An incline has been constructed from the road to the river at Columbia City, up which two locomotives have been taken to the track, and track-laying has been commenced at that point. It is the expectation to have the road completed in time for Mr. Villard's through train, the first week in September. Coffin rock, seven miles below Kalama, is the point finally chosen for crossing the Columbia. The transfer will be made on barges for a few months, until the mammoth ferry boat is put together by the contractors.

There were entered and cleared in the district of Puget sound, at the custom house in Port Townsend, during the fiscal year ending June 30, 1883, a total of 1,314 vessels, aggregating 813,962 tonnage. Of these 288 sailed coastwise, and 1,026, with a tonnage of 543,815, entered and cleared foreign. This is exceeded by only three ports in the United States and shows at what rate commerce of the northwestern coast is developing. Lumber and coal are the staple articles of export, but there will no doubt be a large increase in the wheat shipments during the next few years.

The Oregon Short Line is making satisfactory progress westward. Passenger trains have been running to Little Canyon creek, fifty-two miles west of Shoshone, for several weeks, and by the first of August will be running to Rattlesnake creek. It is now the expectation to reach the point of junction on Burnt river some time in December. The survey down the Snake has been completed from the mouth of Burnt river to Lewiston, a distance of 187 miles. The maximum

grade is less than twenty feet, while the average grade for the whole distance is but seven feet. The engineer estimates the cost at \$2,805,000 or \$15,000 per mile. What all this surveying will result in is a mystery to the uninitiated.

Captain H. H. Pierce and Lieutenant Rodman started from Vancouver early in July with a detachment of the 21st Infantry, to explore a new pass through the Cascades east of Bellingham bay. The pass was partially explored by Captain Pierce last summer, and the guide who now accompanies the party asserts that he will conduct them through a pass far superior for railroad purposes to the Snoqualmie, Stampede, Nachess, or any other yet found. If such a route exists it will no doubt be utilized by some of the lines seeking an outlet on Puget sound, and the Whatcom country will then realize the fruition of its dearest hopes. Captain Pierce, who had been in ill-health for some time, died in the mountains a few days ago, and the exploration is now being continued under the direction of Lieutenant Rodman.

Colfax and Moscow are jubilant over their railroad prospects. The former city has been selected as the point of junction of the Moscow branch of the Palouse road, the line to run up the South Palouse instead of diverging on Rebel flat as at first surveyed. For this consideration the people of Colfax donate to the company the right of way from that place to Pullman and 240 acres of land adjoining the city on the north, for depot, side tracks, shops, etc. The citizens of Moscow have donated 470 acres of land, 96 town lots and the right of way to Pullman, for which they have received assurances that the road will be extended to that city by the first of January if possible. Contracts have been let for the material required for the large grain elevator to be erected in Moscow this fall.

Though no large ship yard exists at Seattle, there is considerable activity displayed there in building the smaller craft that ply upon the waters of the sound and along the coast. The *Katie Vanzandt*, a stern wheel steamer 112 feet long, was recently launched from T. W. Lake's yard, and will probably be placed on the route between Seattle and Whatcom. Another steamer, the *Bob Irving*, 85 feet long, is being constructed in the same yard, to ply on the Nooksack and other rivers emptying into the sound. J. F. T. Mitchell's yard has just turned out the little tug boat *Tillie*, fifty feet long. The *J. C. Brittain*, the hull of which was built a year ago at an expense of \$5,000, will be completed at once. She is 130 feet long, twenty-six feet beam, and will be a first-class passenger and freight boat. As to the prospects for ship building, Mr. Lake says, if he had a company with a capital of \$100,000 to back him, he could build vessels of any description, either iron or wood, for service on the rivers of the sound or at sea, and build them so well and for so little money that Seattle would soon compete successfully with the greatest ship building ports in the world. There is a great demand for ship and boat building there, but he is without the capital for constructing the larger classes of wooden and sea-going vessels. There is a great demand for first-class ship carpenters and builders

## AGRICULTURE.

The acreage of hops being somewhat larger than it was last year, the total crop will be about the same. The season is a little earlier than usual, and the vines are now in full bloom. Picking will begin late in August and continue for about six weeks. In Puyallup valley there will be employed from 6,000 to 7,000 Indians, of both sexes and all ages, representatives of the various tribes of Western Washington.

Our exchanges are dropping into the office one by one, admitting that their gloomy predictions of a general failure of the wheat crop in the Willamette valley have not been realized. The desire to prophesy disaster is one of our strongest attributes. Many people are so constituted mentally that it is a positive pleasure to them to slowly wag their heads and overcast the future with gloomy clouds. They seem to have no hope of sunny days to come, nor remembrance of those that have passed. To a degree this is true of the majority of mankind. Especially is it true in the agricultural world. A little too much rain or a little too much drouth, hot weather, cold weather, wind, and the score of causes that affect the crops, plunge the farmer, merchant and editor into dismal forebodings, unwarranted by the facts and unsupported by the results. Oregon and Washington have suffered much from croakers the present season. In February, owing to a few weeks of weather the severest ever known in this region, but moderate indeed when compared with that inflicted upon the states further east, much of the fall wheat was winter-killed for the first time in many years. Immediately the cry went up that the whole wheat crop was destroyed, our newspapers published statements that were telegraphed over the world, and the impression became general that there would be a total failure of crops in Oregon and Washington. The result was, that in a few weeks intelligence was received that many shipowners who had intended sending their vessels to our ports for wheat cargoes this fall, had dispatched them on long voyages to other parts of the world. The direct result is, that with a large surplus of wheat on hand, the prospects for shipping it are far from encouraging. It was soon discovered that much of the fall wheat supposed to be killed was in good condition. During the fine weather in March many fields were resown, and a large acreage of spring wheat was put in during the next two months. Then came the long dry spell, as refreshing to our evil-tongued prophets as it was supposed to be parching to the grain. Not content with the injury done by their injudicious reports earlier in the season, the papers again declared that the fall wheat would not make half a crop, while the spring sowing would make no crop at all. Even the Walla Walla region, whose wheat had passed the winter in excellent condition, was not spared, but it was asserted to be suffering so severely from a lack of rain that but a partial crop could be hoped for. Now, what are the facts in the case? In the Willamette valley harvest is progressing, and the farmers find pretty generally that the drouth has affected severely only that portion of the spring wheat that was put in the ground very late in the season. Of such there is about half a crop, instead of a total failure. Of the earlier spring sowing, there is at least a two-thirds crop,

and many fields are showing from seventy-five to ninety per cent. The fall wheat is harvesting nearly a full crop. The same is true of the Umpqua and Rogue river valleys, and of the whole region west of the Cascades generally. The condition of the crop east of the Cascades is best told in the following extracts from the papers of Umatilla, Walla Walla and Columbia counties. The *Dayton Chronicle* says: "William Parker brought in a bunch of wheat grown on his place, at the head of Whetstone hollow, that is very fine. The field will yield thirty-five bushels to the acre. Joseph Crawford brought us some fine specimens of his grain, grown about three miles from Dayton, on the ridge between Mustard hollow and Patit creek. The heads are very large, and are filled with plump, heavy grain. It will probably go nearly forty bushels to the acre. William Nickson also brought in two samples to-day, that are magnificent. The heads are long, well filled and plump. One stool, raised from a single seed, contained 130 straws, not all producing heads, however. The grains grown on the stool were counted, and showed that they were 700 in number, all from a single seed." The *Umatilla Examiner* says: "Near Alkali, Weatherford Bros. have 1,000 acres of fall wheat, which will average twenty-five bushels to the acre. This is on the land along the Columbia that until recently was considered valueless for growing grain." Another reports that, "The 200-acre field of wheat, just south of town, belonging to Mr. Moorehouse, yields a little over fifty bushels of wheat to the acre. His barley averaged forty bushels to the acre. Messrs. Reese, Jones & Co. had about 850 acres of wheat on their new celebrated "Margin Ranch," on South Cold Spring. The yield was thirty, forty and fifty bushels to the acre, on the different fields, making a splendid average." Still another says: "In Greasewood and Vansycle the yield on summer-fallowed land, which was sown in the dust before the fall rains, will average from thirty to forty bushels per acre. North of Pendleton, on high table lands, few summer-fallowed early-sown fields will fall much below forty bushels to the acre. Fall-sown barley is also turning out well. Down Butter creek and in the Wells Spring country, the yield will be about twenty bushels to the acre. That country is new and this is its first crop. After everything is summed up, one thing is established beyond a doubt: Early sown fall grain, put in on summer-fallowed land, can not fail in Umatilla county. Spring sowing is a speculation that can not be relied on." The final conclusion in regard to fall and spring grain, is equally true of the whole region east of the Cascades. But little spring wheat is now put in there, except on new farms, or by those who were unable to sow in the fall. The estimate of 200,000 tons to be shipped from that great wheat empire this fall, proves now to be none too large, though it was made early in the season, when everything was promising and before the croakers became so unduly inspired by the dry weather. THE WEST SHORE certainly hopes that our country and city press will, in the future, refrain from indulging in such mournful predictions. They can do no good, and are certainly productive of evil. Not only do they infuse false notions into the minds of people abroad, but they are conducive to a stagnation in business, by inspiring tradesmen and the people generally to expect the proverbial "hard times" that follow a failure of

crops in any locality. With the most unpropitious season, both winter and summer, that Oregon and Washington ever experienced, we have a larger surplus than ever before for exportation, and this ought certainly to encourage us to wait patiently until after the harvest before we advertise ourselves as a failure, and are then compelled to undertake the difficult and unpleasant task of contradicting ourselves.

## STOCK.

Foreign capital controls the largest stock ranches in the country, occupying vast ranges in Texas, Colorado, Nebraska, Wyoming, Dakota and Montana. It is estimated that \$30,000,000 of English capital were invested in the cattle business in America last year. Agents of several large English and Holland companies are now in the west buying up water privileges, and the probabilities are that this year foreign investments will be as large as last. The Marquis de Mores, a French nobleman, has gone into the sheep business on an extensive scale in the Little Missouri country, that portion of Western Dakota popularly known as "The Bad Lands." In addition to large bands tended by his own herders, it is his plan to entrust smaller bands to the custody of settlers, who will look after them and take for their pay a certain proportion of the increase and wool. In this way many settlers will, in a few years, be possessed of bands of sheep without having paid out a dime. It appears to be an arrangement mutually beneficial.

Several heavy stock transfers have recently been made in Montana, which indicate accurately the status of the business. J. C. Brenners, of Philadelphia, purchased the Horse Prairie ranch, with the cattle and horses, for \$70,000. The cattle sold for \$30 a head, and the horses for \$60. The Northwestern Montana Cattle Company purchased one band of 7,000 head of cattle for \$235,000, and another band of 4,000 head on Sun river. This is a Helena company, which already owns 14,000 head of stock, and contemplates still further extensive purchases. From \$7,000,000 to \$10,000,000 are invested in cattle, horses and sheep by citizens of Helena. By far the heaviest transaction of that kind in Montana was the purchase, early in July, of 12,000 head of cattle from Davis, Houser & Co., for \$400,000. The purchasers were Kohrs & Bielenberg of a two-thirds interest, and Stuart & Anderson one-third. Kohrs & Bielenberg own a controlling interest in 25,000 head of cattle, and stand at the head of the stock business in that territory.

The movement of young cattle from the east to stock the western ranges has been very great this year. The *Minneapolis Tribune* says: "Twenty car-loads of young breeding cattle left the transfer yesterday for the Villard Cattle Company at Miles City. They were from Garden City, Minnesota. Two car-loads leave the transfer for Livingston this morning, and forty car-loads are en route from Fort Dodge to Montana points. The business of shipping breeding cattle to Montana is growing rapidly, and the Northern Pacific reports that over 200 car-loads are now in transit from various points, Minnesota, Illinois and Iowa. The entire shipments westward this year are estimated at 35,000 to 40,000 head. Of the young stock shipped out, about forty can be shipped in a car, but



of the beef stock shipped back from Montana, the average is but twenty." The Mandan *Pioneer* also speaks of this westward movement as follows: "Yesterday morning a very large herd of cattle passed through the city, headed by a "prairie schooner," and escorted by several gentlemen with little ponies and prodigious whips. Apparently the world at large has about concluded that the empire of prairies west of the Big Muddy is the Eldorado for American stock raisers. Trainload after trainload of the bovine species, during the spring and summer, have passed through on the Northern Pacific railroad westward bound. It might seem to some people that stock ought to be going east and not west, but it is a fact that the prairies of Dakota, the Bad Lands of the Little Missouri and the valleys of Montana, are being stocked by vast herds of cattle and sheep shipped from the east and driven from the south. Many stories are told of the large fortunes made in a few years by men who started with scarcely any capital. Grazing is much more profitable here than in most parts of the United States, for the reason that very little, if any, feed is required, besides what can be had on the range. The sweet, nutritious grass peculiar to this country retains its many virtues after it is dried up by the August sun, so that in the winter it answers the place of well-cured hay."

## MINING.

The rich ores of the Sterling district, Montana, have attracted the attention of capitalists, and a smelter is to be erected immediately.

A ledge has been discovered near Moose creek ferry, some thirty miles from Missoula, which gives a large assay of silver and carries a high per cent. of lead.

The product of the Lexington mine, at Butte City, for the first six months of 1883, was \$638,548. July 1, a dividend of 1,100,000 francs was paid in Paris to the lucky stockholders.

Considerable activity is now being displayed in the Tidal Wave district, Montana. A smelter and quartz mill are being erected. The Tidal Wave mine was recently sold to Salt Lake parties for \$40,000, and other properties are being examined by capitalists with a view to purchasing.

Prospectors are at work upon the coal beds near Wilhoit Springs, Clackamas county, Oregon. A rough survey has been made of a railroad route from Portland by way of the Clackamas, and it is thought that a narrow gauge road can be constructed for \$5,000 per mile.

About one year ago copper was discovered in Baker county, Oregon, and two companies, one from Seattle and one from Walla Walla, spent considerable money in prospecting the principal lode. It was found to be equal in richness to any yet discovered. The claims have been consolidated, and the Lake Superior Calumet Mining Co. has paid \$100,000 for a one-fifth interest, conditioned upon the fact that the veins are true and unbroken at a lower depth, which fact can be demonstrated by an outlay of \$5,000.

The Maiden district, in Meagher county, Montana, is one of the richest in that territory, and will be very prominent in a short time. The

town of Maiden contains a population of about 500, and the surrounding hills are covered with quartz ledges making an excellent showing in gold and silver. The chief properties now being developed are the Oro Cache and Collar, while the North Star, St. Paul, Silver Tip, Great Eastern, Ore Eagle, Spotted Horse, Scoville, Keystone, Bamboo Chief, Smuggler, Montana No. 2, Texas Box and a great many others are making a splendid showing. There are also some placer mines that are yielding well. Great confidence is felt in the future of this district by those familiar with the character and extent of the quartz leads.

New discoveries of coal have been made in Gallatin county, Montana, about sixty-five miles east of Helena and four miles from the Northern Pacific railroad, to which railroads can be easily laid. The principal vein has been uncovered to a length of 3,630 feet. At a depth of 34 feet a coal deposit is found four feet in width. The second vein, at a depth of fourteen feet, shows a body of three and one-half feet in width, and the third layer, at a similar depth, one foot. The first and second veins are separate about twelve feet, and the second and third about ten feet, their incline indicating that the three will merge into one solid body as depth is reached. The result of an assay shows the coal to be bituminous and of a good quality. For coking it is excellent, giving 75.35, the best yet found in the territory.

The Castle mountains, in Montana, which have hitherto been noted only for their grand caverns, jagged cliffs and picturesque scenery, are about to prove a rich mining district. Immense belts of iron and some copper have long been known to exist in their recesses, but they have never attracted much attention. The late development of the Rip Van Winkle is attracting prospectors, and we confidently expect to see a rich camp developed in a short time. Already several leads in the vicinity have been located. The formation is first-class. It is lime, slate, granite, dolomites and porphyry, and since it is almost entirely unprospected, we may expect some big finds to be made at an early day, now that prospecting in that region is about to begin in earnest.—*Husbandman*.

On the morning of the fourth of July a special train of thirty-six cars left Helena loaded with 1,200,000 pounds of bullion from the Gregory mine. The precious freight was consigned to the refining works at Newark, N. J. This is but the first of the great bullion shipments that will now be constantly made from Montana by the Northern Pacific. The Helena *Herald* says: "With the Gregory Reduction Works increased to the capacity projected, a round 1,000,000 pounds of bullion freight will be in readiness monthly for the Northern Pacific trains eastward. Add to this the output of the Wickes Works, enlarged and improved as is this year intended, and the estimated monthly product to be moved from Helena to the Atlantic seaboard will fall little if any short of 1,800,000 pounds, and may reach a round 2,000,000 pounds. Just as soon as the Red Mountain district is made accessible and its boundless ore bodies converted into bullion, we shall be prepared to double the figures and keep the railroad going daily with train load after train load of metal freightage."

A one-third interest in the Chestnut coal mine, in Gallatin county, Montana, has been sold for \$15,000, and the Bozeman Coal Co. has been incorporated to work the mine on an extensive scale. This company has entered into a contract with the Northern Pacific Coal Company to furnish the company with 25,000 tons of coal and the entire product of the mine for five years. Bozeman, Helena and other Montana towns will be supplied with coal, arrangements to that end having been perfected. At the mine, nine miles east of Bozeman, a station for passengers and freight, and a telegraph office, will be put up at once. The Bozeman Coal Company has entered into a contract with experienced coal miners, who will take charge of the mine, and a large force is at once to be put to work in extracting the coal. The Northern Pacific Company take the entire output, including the slack, and when a sufficient amount of the screenings shall accumulate, works will be erected and the manufacture of coke engaged in. This is the beginning of what will be a great industry in that territory in a few years, as many valuable coal beds have been discovered in the vicinity of the Northern Pacific road.

The Washington mining district is situated in the north-western part of Washington county, Idaho. It is four miles from Snake river and about fifty from Baker City, Oregon, its natural trading point. Mineral City is the name of the camp. The first discovery was made some two years ago, since when many locations have been made. Some of the ledges have been quite extensively prospected, and make a splendid showing of silver and copper. A lack of capital has been a great drawback, but recently several investments have been made by San Francisco and Salt Lake parties, and other properties are being examined by capitalists who desire to invest. The locations that have been prospected to any extent are the Daniel Boon, Egan, Minnesota Chief, Lady Bank, Portage, Kit Carson, Muldoon, Black Hawk, Neptune, Galesburg. There are scores of promising claims not yet developed enough to demonstrate their value. The district has been as yet but partially prospected, and there are good chances to find claims or to purchase one for a small sum from those who own several and have not the money to develop them. Wood, water and feed are to be had in abundance, and capital is all that is needed to place this district among the first in Idaho.

Mace Chapman, who has lately returned from a tour of inspection in the Snake river country, says that Snake river is the most extensive mining region known. A strip of country several miles wide and three or four hundred miles long will pay from \$5 to \$15 per day to the man by the new process which is being adopted. The machinery is simple and cheap and requires but one man to attend to it. It is estimated that this vast area will pay \$1,600 per acre, say two miles wide and 300 miles long; 348,000 acres; at \$1,600 per acre this would yield \$614,400,000. Two miles may be too large an estimate in the width, but we are satisfied that the workable ground extends from the lower canyon to the head waters of the river, a distance of nearly 800 miles. The gold is there and only requires capital and energy to obtain it. Where there are springs or small streams putting in, the water is easily obtained,

but in many instances long ditches would have to be constructed, which will require considerable capital, but it will pay the "biggest kind" for mining purposes alone, besides such ditches could be made so as to cover large areas of excellent agricultural lands and thus be made permanent and profitable investments.—Boise City *Republican*.

From Mr. Henry Bateman, who recently arrived here from the Okanagan country, where he has been on a semi-prospecting and land hunting tour, we learn that there have been some rich quartz ledges found in that country. He says that although there has been no extensive work done on the ledges, the surface rock is all good ore and will pay a large profit above mining expenses. There were only ten or twelve miners in the country when he left, but while coming this way he met a number going into the mines and some have started since his return here. The mines are situated on the fifteen-mile strip of Moses' reservation, lately thrown open to settlement. Mr. Bateman is of the opinion that there will be at least 1,000 people in that country by this time next year. The military officers who have been over that section of country are so favorably impressed with the richness of the mineral deposits that General Miles has written to the authorities at Washington, advising them to pay for the fifteen-mile strip and buy the entire reservation. Senator Jones, of Nevada, a well-known and successful mine owner, has sent a prospecting party to the mining district to prospect for ledges. The prospectors are trusted and tried mining experts, and upon their decision Senator Jones will rely. The party was put in the field at an outlay of \$3,000 and is provided with every facility for thorough prospecting. There are several old ledges in the Okanagan country which were discovered ten or eleven years ago and on which shafts have been sunk fifty or sixty feet, which the discoverers did merely to work out the assessments, but they had no show to work the ore as the ledges were on the Indian reservation. There is no doubt that when the entire reservation is thrown open and settlers begin to flock in, mines will be discovered that will make Washington territory rank with the best mineral producing countries in the known world.—Cheney *Tribune*.

## FISHERIES.

The Coquille Packing Co. is erecting a building at Parkersburg, to be used as a cannery and storehouse. It will be in readiness for the fall run of salmon in the Coquille river.

Two canneries have been erected just west of Tacoma, and are now being fitted up with machinery. They will be ready for business by the time the fall run commences, and will give employment to some 300 men. "Tacoma Salmon" will be a new brand in the market.

At Clinton, six miles from Moscow, Idaho, John Wolf has a pond containing about 5,000 German carp, both large and small. Two years ago he procured seven from California at five dollars each, and this is the natural increase. The fish sell at the pond for a dollar each, and Mr. Wolf asserts that they pay better than wheat.

All canned salmon seeking an eastern market has heretofore been sent by way of San Francisco, and as the rate from Astoria to that city is twenty cents per case, the packers of Sacramento fish have had that much advantage over the Oregon canners. As soon as the Northern Pacific is completed, fish from the Columbia can be forwarded to Chicago and New York as cheaply as from the Sacramento, and then our packers will have opened to them a large market which has been practically closed in the past.

Spencer T. Baird, the U. S. Fish Commissioner at Washington, has written as follows to Hon. M. C. George: "In compliance with your request, I have sent Livingston Stone, the officer in charge of the McCloud river station, to make a thorough exploration of the Columbia river, with a view of determining at what points hatcheries can best be established for the purposes of increasing the supply in the Columbia river." This is certainly a step in the right direction, and the next thing to do is to establish the hatcheries as soon as Mr. Stone selects the proper location. It now remains to be seen how much delay will be caused by red tape. It generally takes the government two years to accomplish as much as a business man can do in two months.

The canning season on the Columbia ends by statutory provision on the thirty-first of July. On the eighteenth the following resume of the season's business was given by the *Astorian*, the best authority on the salmon industry on the coast:

The present season has been most singular in every respect. Starting with an unprecedented amount of gear, with a most unfavorable market, an inability to effect satisfactory sales, and a general belief in a short catch, the canneries have throughout been in a most unsatisfactory position. The price of fish was set at the start at a figure considerably in advance of the price paid last season. This had the effect of bringing up sufficient fishermen from the Sacramento to catch during May and June all that came into the river; during these months an attempt was made more than once to lower the prices, those who had their all in the business being unable to see how the high price of the raw material and the low price of the marketable article left any margin for profit. From seventy-five cents to one dollar was paid for fish, and all that has been packed up to recently cost, on an average, ninety cents a fish.

Up to June 15th it was believed by many that the pack would not exceed 400,000 cases; probably it would be just as well, taking everything into consideration, had events made good the prophecy. But the increased number of canneries and the extraordinary diligence manifested in catching the fish ran the figures up rapidly, so that on the first of this month there were 340,500 cases reckoned as being put up; the pack for the season of '82, to same date, being reckoned at 292,912. From the way the salmon have been coming in since the 1st instant, more especially during the last week, it is evident that the pack will be fully up to last season's figures; should the canneries all run to their full capacity to the first of August this season's pack will exceed that of '82.

It is not their intention. The general idea seems to be to fill all the cans on hand, or at least to use up all the tin plate in stock. Several of the canners have refused fish this week, except to a certain limit. Others, who are short of cans, take a specified number, and when they are disposed of spend the remainder of the day in making cans.

The extraordinary run of this month has not been equaled in size and numbers since 1879. It has been no uncommon thing for the fishermen to bring in a hundred to the boat, and, of course, the price at once fell. Since Monday, fish have been selling at figures far below what would have

been looked upon as a fair price twenty days ago. Thirty cents, and from that to fifty, has been the figure, and on yesterday's steamer went a large crowd of fishermen who refused to catch at those prices.

The state of affairs is very unsatisfactory. A man who has invested a large amount of capital, and who has been filling his cans with ninety-cent fish all the season, can not feel very complacent over matters when they come swarming in now in such numbers as to exceed the capacity of the canneries to dispose of them, and at the same time the question in his mind whether it is best to keep on even on thirty-cent fish or to knock off altogether and quit for the season. We do not wholly agree in the opinion that the knowledge that there is an unusual pack on the Columbia river this season is going to keep the price of fish down. The market for salmon, both in this country and in England, depends, of course, primarily on the price at which it leaves the house of the retailer, but it depends in a greater degree on the demand. In this particular, fortunately for our staple, the demand is a growing one. A good many exaggerated reports have been made concerning the large stocks now on hand in England. These stocks are not as large as represented, and it will be the first of November before the season's pack reaches England. The large percentage which, this season, goes on consignment, renders this an important item in its final disposition. Of course, to those who have made sales, the matter is final.

The present result of the season that is now closing will have great influence on future business. It demonstrates the fact that the salmon are not "giving out," for no better or bigger salmon have ever been caught in the Columbia than are now heading up stream to spawn. It will tend to legitimize the business and make it partake more of the nature of usual lines of trade than has heretofore been characteristic. The time has gone by when a man could make a fortune in one season on the Columbia river, but the time will never be when by the same care and diligence applied to ordinary branches of trade, a man cannot make money. That the business is now overdone is evident.

## COLUMBIA RIVER LANDS.

It is with pleasure we again record the successful cultivation of the lands along the Columbia river, running back some twenty miles, which have been universally condemned as "too dry." Three years ago a company was organized to experiment with these lands, and a tract of over 5,000 acres was secured in the northwestern portion of Umatilla county. Amid all the prophecies of failure the owners of Prospect Farm went systematically to work and astonished everybody by raising a crop of wheat averaging nearly twenty-five bushels to the acre. "You can't do it again," was the cry that met them whenever they boasted of their success. They did do it again, and the people began to change their opinion about that class of land. Many claims have been taken up by settlers and by men desiring to farm on an extensive scale, and the probabilities are that there will be a great demand for land of this character. The present season was the driest experienced here for years and if ever crops may be expected to fail in that region they should have done so now, and yet on Prospect Farm the crop is turning out thirty bushels to the acre, and near Alkali a farm of 1,000 acres on the same kind of land and in the same dry region is averaging twenty-five bushels to the acre. There are thousands of acres of this land open to settlement or purchase, and in a few years there will no doubt be a continuous line of farms upon what has always been considered no better than a desert or at best fitted only for the grazing of sheep and cattle.



## MANUFACTURES.

The Dallas flouring mills were destroyed by fire June 29; loss, \$10,000.

The mills at Corvallis, Oregon, are being fitted up with machinery for the gradual reduction process, at an expense of \$10,000.

The leading men of Puyallup valley are organizing a company with a capital stock of \$16,000, for the purpose of manufacturing tubs, casks, buckets and wooden ware generally. The requisite material exists there in abundance, and the facilities for manufacturing and shipping are excellent.

New Tacoma is to have a broom factory in good running order before the first of September. The machinery for starting the enterprise will cost \$2,000, but the capacity will be increased as soon as the business becomes well established. At present the broom corn will be imported from California, but native product will be used as quickly as the farmers in the sections adapted to its growth see the advantages of cultivating it.

The Mattulath Manufacturing Co. employ 140 men in their factory at Seattle and turn out 3,000 barrels per day. Three-fourths of these are made of cottonwood and are used for packing sugar, flour, lime, etc., while the balance are of fir and are used for fish, beef, pork, skins, furs, etc. The demand for barrels has increased to such an extent that a double force will soon be put on and the factory will then be run to its full capacity night and day.

The five lime kilns on San Juan island give employment to about seventy men. The great drawback to this industry is the difficulty of obtaining barrels. The cottonwood barrels manufactured on the sound are not suitable for lime, cedar being far preferable. As there is a great abundance of that material to be had, it would seem as though some enterprising man would find it profitable to start a cedar barrel factory and aid the development of this industry.

The Salem foundry and stove works now being constructed at the penitentiary will be an enterprise of considerable magnitude. A new building 166x227 feet is now being erected, to be divided into pattern, moulding and nickel-plating rooms, and a large warehouse is also being constructed. The old building will be occupied by the machine shops. Goldsmith, Lowenberg & Co., the proprietors, have contracted for the convict labor for ten years, and expect to manufacture from two to three carloads of stoves daily.

The Seattle *Post-Intelligencer* thus speaks of an industry that may be added to those already prospering in this land of timber: "A new industry is being inaugurated in the east, which ere long will receive wide spread notice; We refer to the process of consolidating loose and bulky materials, such as bran, middlings, ground feed, meal, sawdust, shavings, coal dust, etc., into blocks for export, by means of the steam hammer. Bran is compressed from 172 cubic feet representing a ton of 2,240 pounds to 34 cubic feet, middlings from 86 to 32, ground feed the same and meal from 64 to 37. Coal dust in the same manner is compressed from 44 to 28 cubic feet per ton, shavings from 896 to 37 and pine sawdust from 448 to 34. In this latter material, which is a

nuisance about every lumber mill on Puget sound, lies perhaps the germ of wealth to some enterprising persons. Sawdust in ordinary lumber cutting represents from 20 to 30 per cent. of the log measurement, amounting annually to a vast amount of now worse than useless material. Fuel is now manufactured from yellow and white pine sawdust and sold for steam purposes in Chicago at \$3.25 per ton, at a cost of 70 cents per ton on board vessels or cars at place of manufacture. The material can be compressed into blocks of any convenient weight and size, which have the merit of being clinkerless and almost without smoke and ashes. For domestic purposes they are claimed to be superior to coal. The sawdust is heated just enough to start the resin and then compressed, making a block far harder than the original wood. It can be manufactured into oblong blocks, occupying the least possible space and transported even cheaper than coal. Some time, if what is claimed for this process be true, a profitable trade in this material will spring up with localities where fuel is scarce and high. If a fuel can be laid upon the dock at San Francisco a ton of which is equivalent to a cord of wood, at say \$5 per ton, it is very clear there is a wide margin for profit. Certainly the matter is worth investigation.

## LUMBER.

The saw mill of the Clatsop Mill Co. was destroyed in the conflagration at Astoria on the second of July.

A small mill to cut 12,000 feet per day has just been completed on the Clatskanie, in Columbia county, Oregon, by the Columbia Flume and Lumber Co. Work is progressing rapidly on the flume that is to convey the lumber to tide water.

The Montana Improvement Co., has been organized to go into the lumber business on a gigantic scale. The Deer Lodge *New Northwest* thus outlines the project: "It is a well known fact that almost from Missoula to Pend d'Oreille lake, a distance of 250 miles, the Northern Pacific traverses the most magnificent belt of white and yellow pine, fir, cedar and tamarac there is between Minnesota and Puget sound. Even this side of Missoula as far as McCarty's bridge there are fine forests. Each alternate section of this timber land on a belt eighty miles wide belongs to the Northern Pacific company. There has therefore been organized and incorporated recently what is known as the Montana Improvement Company, with a capital stock of \$2,000,000, and this company has made a contract with the N. P. company running for twenty years. The Improvement company agrees to cut and keep an adequate quantity of lumber on the line of the road in the forest to supply all demands for lumber at every principal point between The Dalles and Miles City, to establish and maintain lumber yards at all those places, and to protect so far as possible the railroad company's lands from spoliation of fires. The railroad company is to be paid stumpage for all timber cut and reserves the absolute right to limit and control the amount to be cut. It has also the option to haul and store at the selling points selected at its own time and convenience, thus enabling it to utilize empty cars and light trains in transit without interfering with the regular traffic. This will enable transportation

at immensely less rates and is advantageous to both companies. The eight mills recently employed in sawing ties, timbers, etc., for the construction of the N. P. road, are already nearly all at work cutting lumber for this enterprise. They have already about six million feet cut, stacked and seasoning, and are adding to the quantity 250,000 feet a day. About 175 to 200 men will be employed by the company.

The lumber industry of Puget sound has reached a point of development which must command attention. There will be cut in Washington Territory, during the present year, 5,000,000 feet of lumber. This product is distributed, as nearly as can be estimated, as follows:

Exports to California.....	250,000,000
"    foreign ports.....	80,000,000
Home consumption.....	170,000,000

This vast product represents in round numbers a value on the wharves ready for shipment or at local mills ready for delivery, of \$12 per thousand, or an aggregate of \$6,000,000, which is net revenue to the territory from this one industry. The 330,000,000 feet exported require the services of a goodly number of vessels. Taking all classes of craft on which lumber is exported the average cargo is about 500,000 feet, which would make necessary the shipment of 660 cargoes. Another and the most notable feature, one which more than any other evidences the rapid settlement of the territory adjacent to Puget sound, and the cities and villages situate thereon, is the item of home consumption. The lumber for export is mainly cut by seven large mills on the sound. That for home consumption employs as many as forty smaller ones, with a daily output of from 2,500 to 75,000 feet each, and an average of about 12,000 feet. These mills are constantly crowded with orders. Builders are forced to wait their turn, and there is no evidence of a falling off in the demand. The amount of improvements this large quantity of lumber represents in buildings of various classes, wharves, sidewalks, railroad ties, etc., etc., is an evidence of prosperity conclusive and incontrovertible. Within the city limits of Seattle there is being cut at this writing an average of 160,000 feet per day, and within thirty days this capacity will be increased to 200,000 feet per day. All this lumber is used here, and the demand is still greatly in advance of the supply. The prospective magnitude of the lumber interest of northwestern Washington is as yet hardly realized. It is to be the most potent factor in the growth and production of permanent wealth to our people. From Puget sound ten years hence the exports of lumber direct to foreign ports will exceed those of the balance of the Pacific coast. We shall ship to every known port and the flags of every nation will be seen floating at mast heads in our harbors. The interior will also demand attention and our home consumption should and will double every year. We shall be prepared and will furnish our brethren east of the Cascades and on the line of the Northern Pacific railroad as far east as the demand may reach, houses made of the finest of pine, cedar and fir, framed, fitted and ready for immediate erection, put up in packages and shipped to destination for less money and of better class than they can be built upon the ground, saving freight, wastage and time to our eastern customers and creating for ourselves an industry of illimitable extent and undoubted stability.—*Post Intelligencer*.

## JOHN MUIR, ESQ.

When the business men of Portland tendered a dinner to Mr. John Muir immediately prior to his departure for St. Paul, their complimentary speeches expressed the sentiments of the people of the northwest generally. To him more than to anyone else we owe the splendid shipping facilities now enjoyed by this whole region. Money can build railroads, but it requires ability and hard work to operate them properly.

Mr. Muir was born in Canada in 1847. At the early age of fourteen he bid farewell to the school-room and entered the employ of a wholesale manufacturing firm in the Dominion in the capacity of a messenger. With this house he remained seven years, his ability and strict attention to business raising him through successive stages to the positions of cashier and head salesman. During this time he undertook the study of short hand writing, and with his characteristic determination mastered it thoroughly.

Becoming discontented with a residence in Canada, and anxious to go to that busy, growing west, where such golden opportunities were open to young men of his character, he went to the enterprising city of Chicago, and was there engaged for a year as a short hand writer and reporter. In 1870 he received an offer of the position of stenographer for the General Superintendent of the Kansas Pacific Railway, at that time General Anderson, the present Chief Engineer of the Northern Pacific. After a short service in that capacity, he was transferred to the freight department as short hand writer for Mr. T. F. Oakes, the General Freight Agent, now Vice President of the Northern Pacific. His great executive ability was early recognized and appreciated, and he was quickly promoted to the position of chief clerk and then Assistant General Freight Agent. In 1876, upon the appointment of Mr. Oakes as General Superintendent and Mr. Henry Villard as Receiver, Mr. Muir was advanced to the more important position of General Freight Agent, discharging the duties of that office with marked ability until the fall of 1880, when the road was absorbed by the Union Pacific. He remained in full charge of the Kansas Pacific under the new management until he came to Oregon in December, 1880.

When Mr. Villard inaugurated his immense railroad enterprises in the northwest, he looked about him for assistants among those whose ability and integrity were well known to him, realizing that upon them even more than upon himself depended the success or failure of his gigantic undertaking. Of these he selected Mr. Muir for one of the most important positions, that of General Freight and Passenger Agent of the Oregon Railway and Navigation Company. With the acquisition of the Northern Pacific to the Villard system he became Superintendent of Traffic of that road, and in quick succession the O. R. & N. Co., Pacific Coast Steamship Co., and the Oregon & California R. R. Co. were also placed under his charge.

With what success he has managed this great trust the business men of the whole northwest are familiar. He has remodeled and reconciled the disjointed and conflicting interests of rail, river and ocean transportation into one great and harmonious system, bringing all under his personal

and complete control. The labor, the vexations, the sleepless nights, the captious opposition to change of old customs, the thousand difficulties encountered and overcome, he alone can fully appreciate; but the result of his efforts we can plainly see in a traffic system so perfect that the immense business of the great northwest is handled with a dispatch never before realized. He has thus won the admiration and confidence of the business community, and the friendship and good will of all with whom he has come in personal contact.

On the twenty-third of July he left Oregon to take up his permanent residence in St. Paul, Minnesota, where he assumes control of the traffic department of the entire Villard system, extending from Duluth to Seattle, from Minneapolis to Winnipeg, from Portland to the California line, from Umatilla Junction to the connection with the Union Pacific system near Baker City, over the feeders running through the Walla Walla and Palouse countries, up the Columbia and Snake rivers, and on the ocean route from San Diego to the most northern point touched in Alaskan waters, embracing in the main line and all its branches a total mileage of some 7,000 miles. For such a position he is especially fitted by his long experience, his prompt, decisive manner of dispatching business and his high executive ability. The people of the Northwest can rest assured that the traffic department of their great transportation system will be managed with consummate skill and with that great consideration for the interests of the country that has characterized this gentlemen's official actions in the past.

## MEACHAM CREEK CANYON.

One who has witnessed the glorious sunsets of Walla Walla valley and marked the deep blue tints that immediately afterwards appear on the long range of mountains stretching off to the southeast, needs not to be told why the early explorers bestowed the name of "Blue" upon them. The Blue mountains stretch from north to south nearly across the eastern end of Oregon, and project for a few miles into Washington territory. They were one of the greatest barriers that lay in the path of the early pioneer seeking a home in the beautiful Willamette valley. Once safely over them, though the Cascade range still lay before him, he considered his journey almost at an end; yet even then many a one never lived to reach his destination.

Dr. Whitman and the immigrants of 1843 brought the first wagon over the mountains to Waiilatpu, the missionary station near Walla Walla which a few years later witnessed the bloody Whitman massacre. When gold was discovered on Powder, Burnt and Boise rivers in 1861, travel over the mountains became very extensive. The Meacham and the Thomas and Ruckles toll roads were constructed, and stages, teams and pack animals crossed over daily. On the former a well-known point was Meacham station, a stopping place in the pass at the very summit of the mountains. It is through this pass the Baker City branch of the O. R. & N. Co. has just been constructed. The crack of the stage driver's whip and the choice expletives of the teamster must now give way to the locomotive's shriek. Where the long mule team with its jingling

bells toiled slowly up the steep mountain grades, the iron horse will rush swiftly along, and goods will be taken from Portland to Baker City in less time than was formerly consumed in crossing the summit. The beauty of Meacham creek canyon will always make this summit passage of the Blue mountains an attractive scene to travelers, to be singled out and remembered from among the thousand other interesting sights that will be forgotten.

## PORT NEUF VALLEY.

The valleys of Idaho are but little known and even their names are unfamiliar. It is the general impression that there is no agricultural land in the territory, and yet thousands of farms are being taken up annually by those who have the wisdom to understand their value. Professor Gilbert Butler says:

Born of the mountains in whose laps they lie, they carry the wealth that untold years have robbed the mountains of. These valleys are the accumulations of the decompositions of thousands of acres, with all their organic growth collected into one narrow, confined mass of richness. Even the alkaline lands, which the richness of the more sequestered valleys has not reached, are teeming with 'all the elements that make them full of vegetable life. These narrow valleys vary in width, but are narrow, averaging, perhaps, three miles, with lengths varying from one to fifty miles. Although, individually, the valleys are small, yet when taken collectively, the arable land contained in them would form a belt 5,000 miles long, with an average width of three miles; an area of 15,000 square miles, or nearly 10,000,000 acres. As already noticed, the valleys are made up of rich bottom lands and level, or gently undulating plateaus. The mountain ranges on either side generally differ in their geological character. On one side, granite and its allied primitive rocks, by the disintegration of which the valleys have been supplied with the alumina and alkaline silicates so necessary to an exhaustible soil; on the other, ranges of secondary limestones, sandstones, etc., that have furnished the additional constituents of a soil of unequalled richness. The want of rain to irrigate the lands is the only apparent difficulty, and nature has provided for even this, in the general conformation of the country. The mountain streams are in nearly every instance never-failing, and as the valleys are nearly level, the water is easily diverted from its natural channels and made to wind around the foot-hills, and thence distributed over almost every foot of arable land.

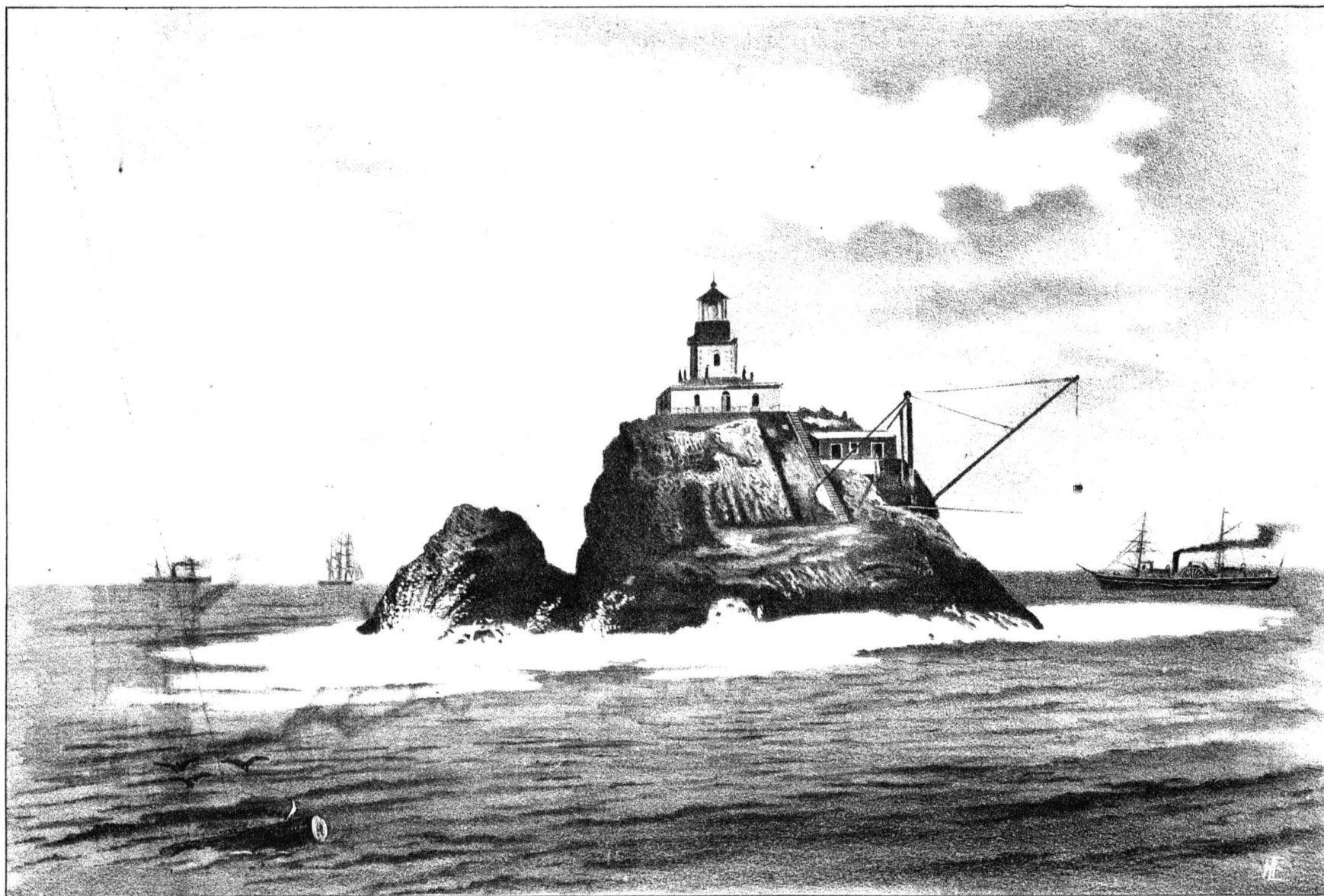
The Port Neuf valley, of Eastern Idaho, is one of the smallest of these, and was for years a favorite trapping ground for the Hudson's Bay Co. and the American fur companies. The river breaks through the mountains in what is called the Port Neuf gap, and winds down the valley towards the Snake. Along it are many rocky formations of peculiar character. They rise in solid walls to an altitude of from twenty to a hundred feet, extending in a long line of uniform height for miles, resembling huge fortifications. In several places two and even three of these rocky walls run parallel to each other for a great distance. The Oregon Short Line traverses the valley and runs for miles along the base of these high rocky ridges that tower above it on either hand. The diversity of the scenery along the road, the mountains and valleys, torrents and peaceful rivers, each with its peculiar attractions, holds the traveler's attention from the beginning to the end of his journey.





JOHN MUIR, ESQ.

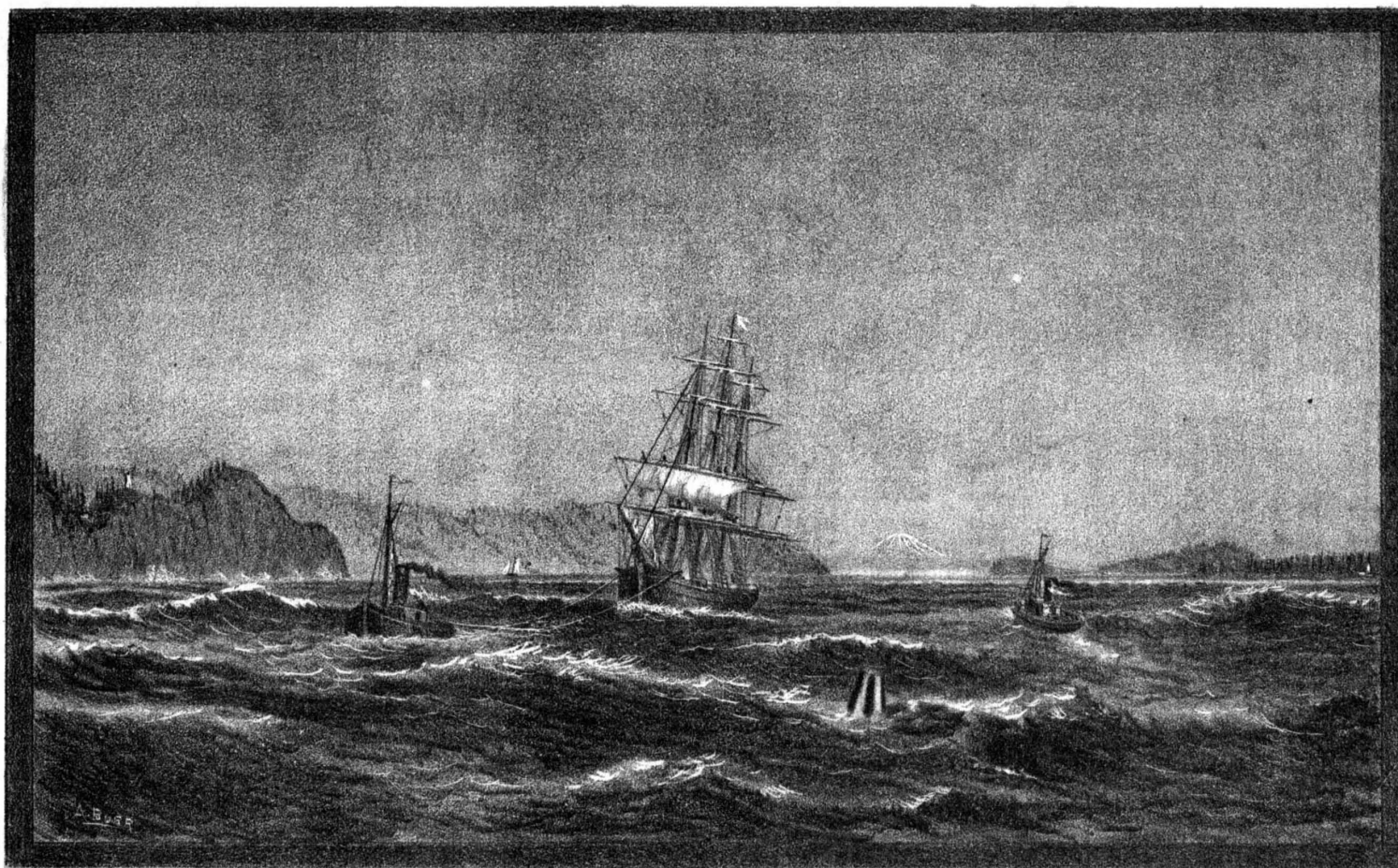
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U.R. & N. Co.-  
O & C.R.R. Co.-  
P.C.S.S. Co.-



WEST SHORE LITH

TILLAMOOK ROCK LIGHT.





FROM PAINTING BY  
CLEVELAND ROCKWELL

❖ COLUMBIA RIVER BAR ❖  
WEST SHORE LITH.

BY PERMISSION OF  
W.T. SHANAHAN.



WEST SHORE LITH

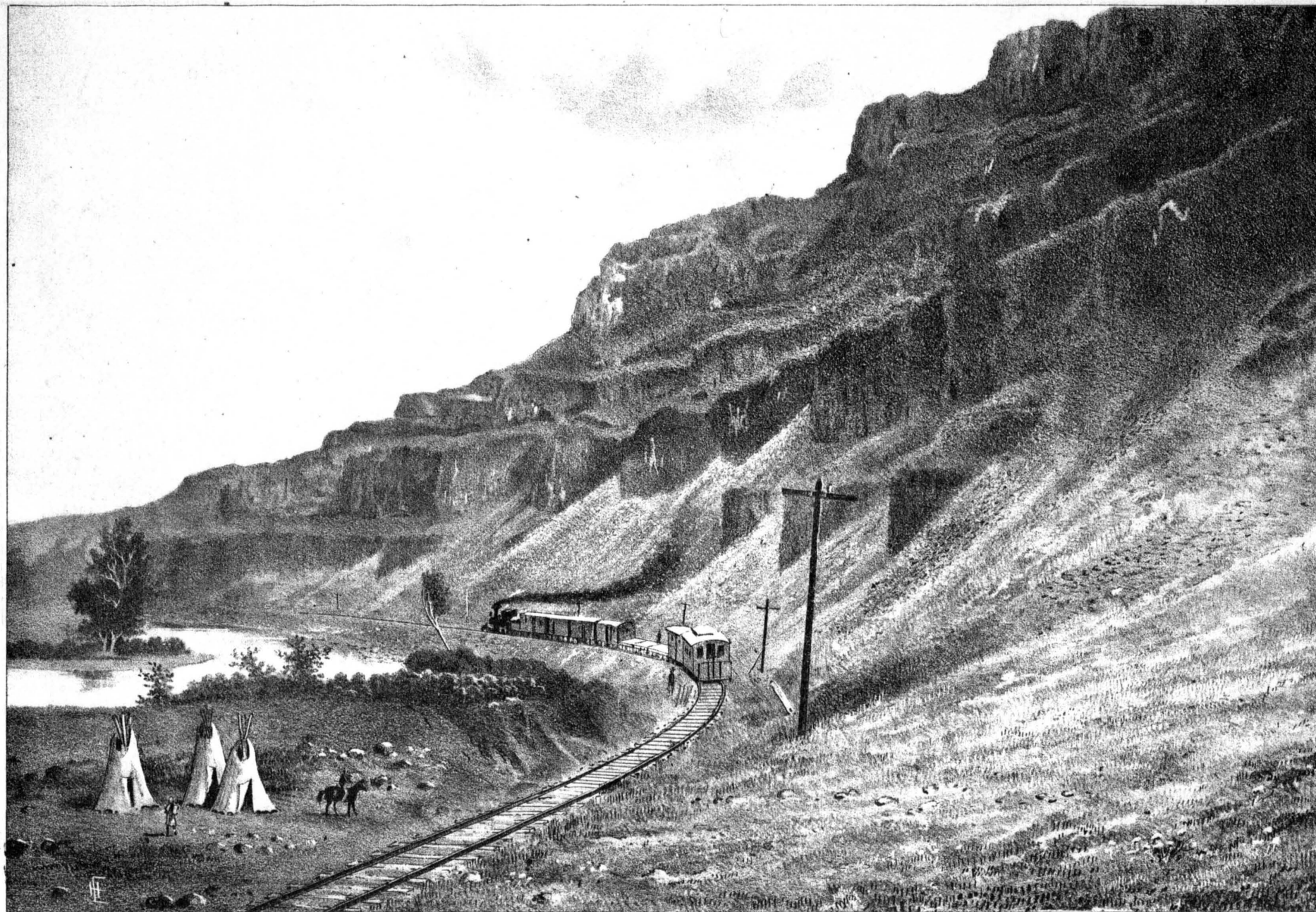
NORTH BEACH CAPE DISAPPOINTMENT, W.T.





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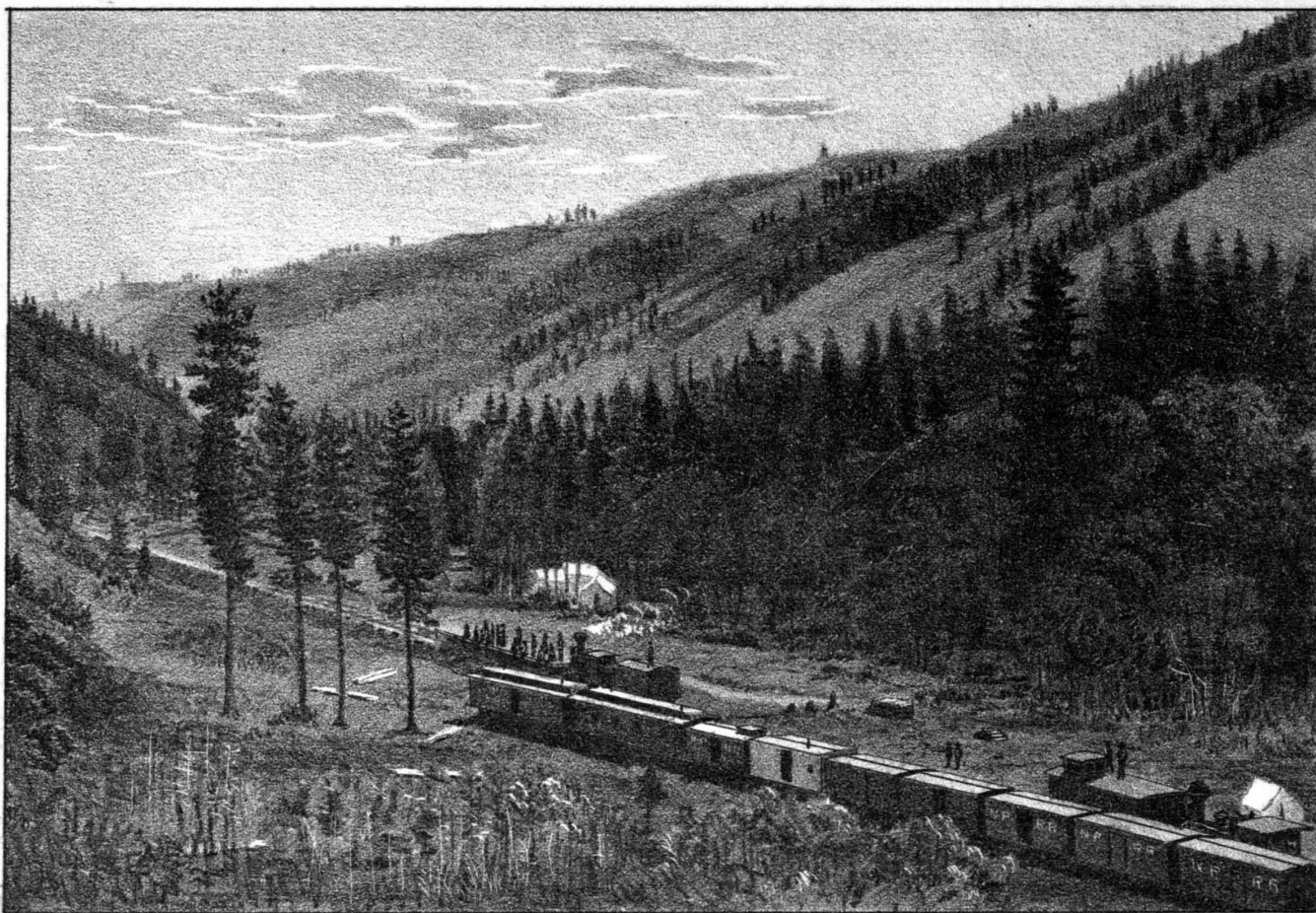
MT. TACOMA, FROM THE PUYALLUP.



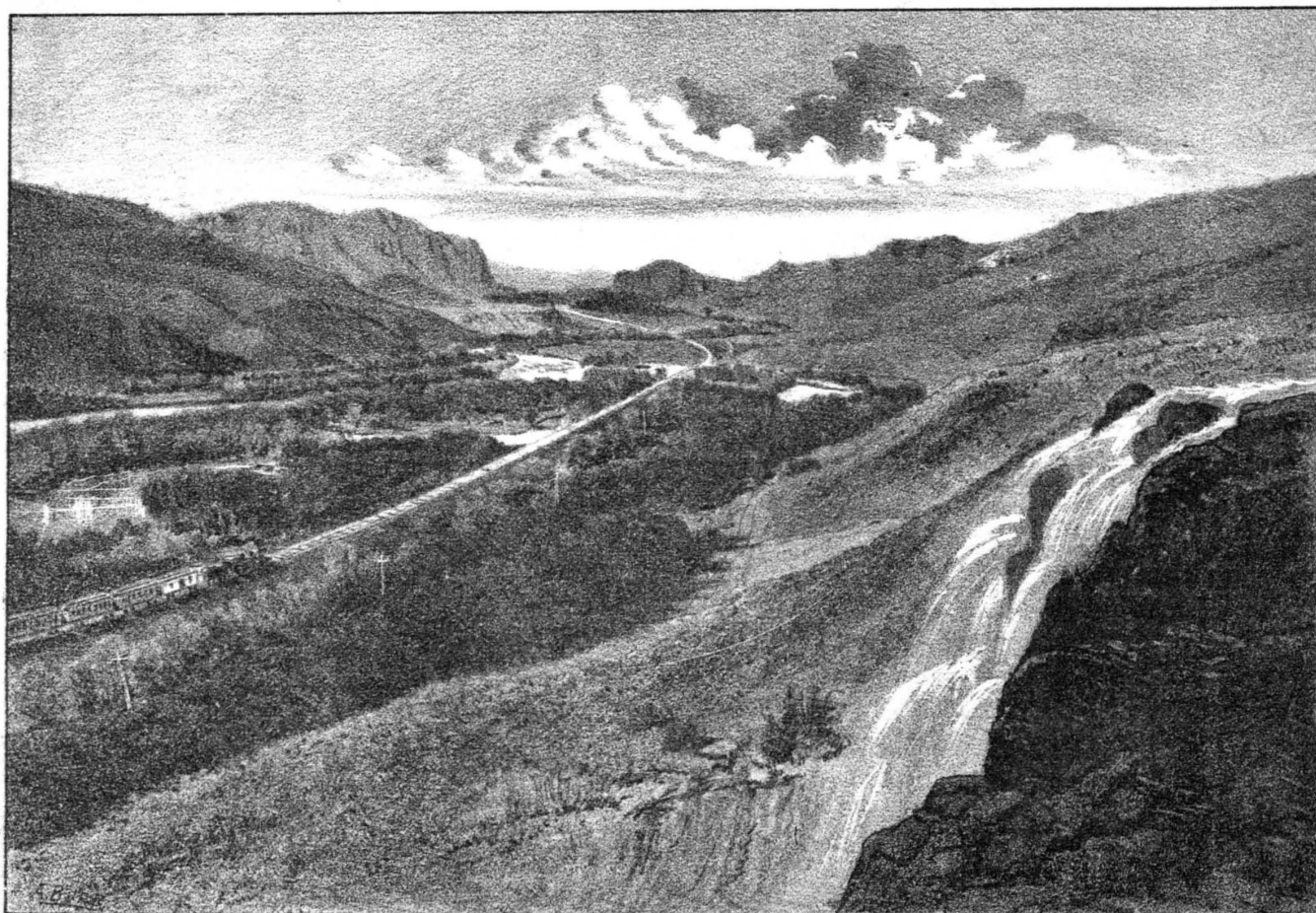
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CRESTED BUTTE O.R. & N. CO'S. BAKER CITY BRANCH.



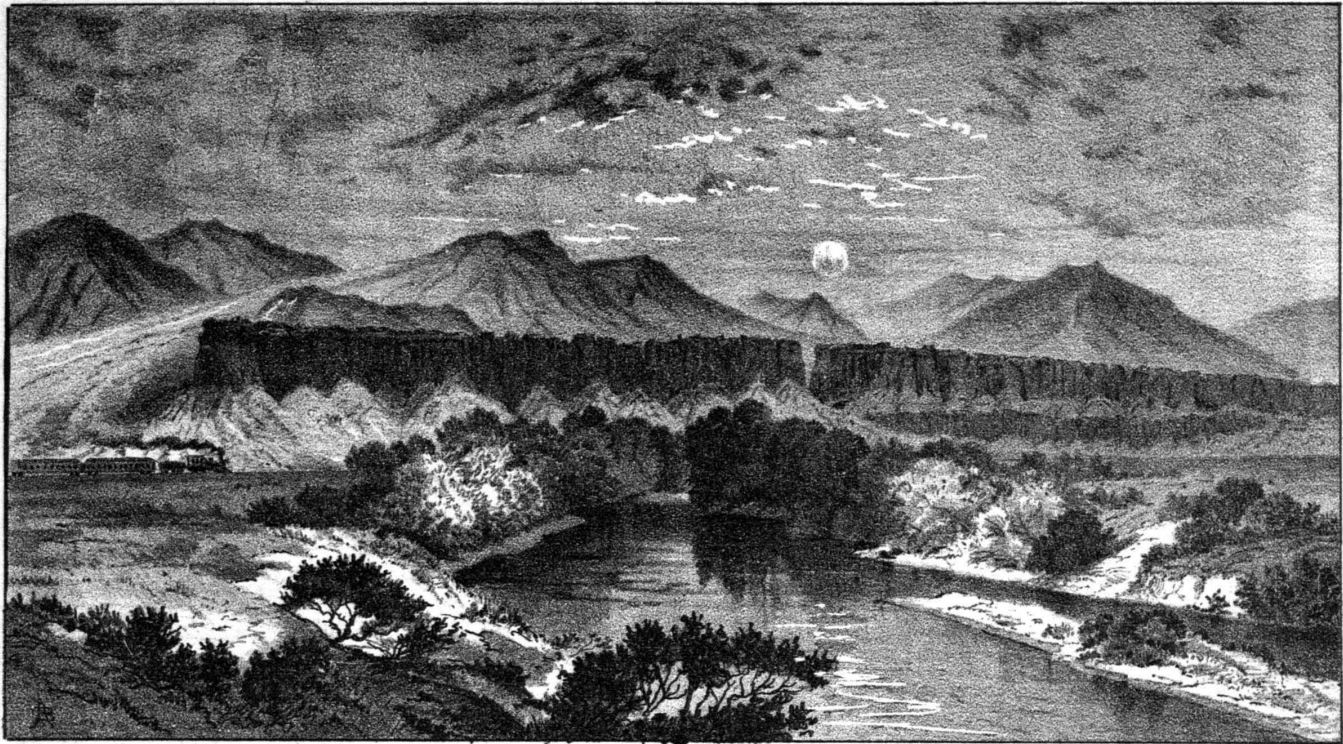


MEACHAM CREEK CANYON, SUMMIT OF BLUE MOUNTAINS OR.

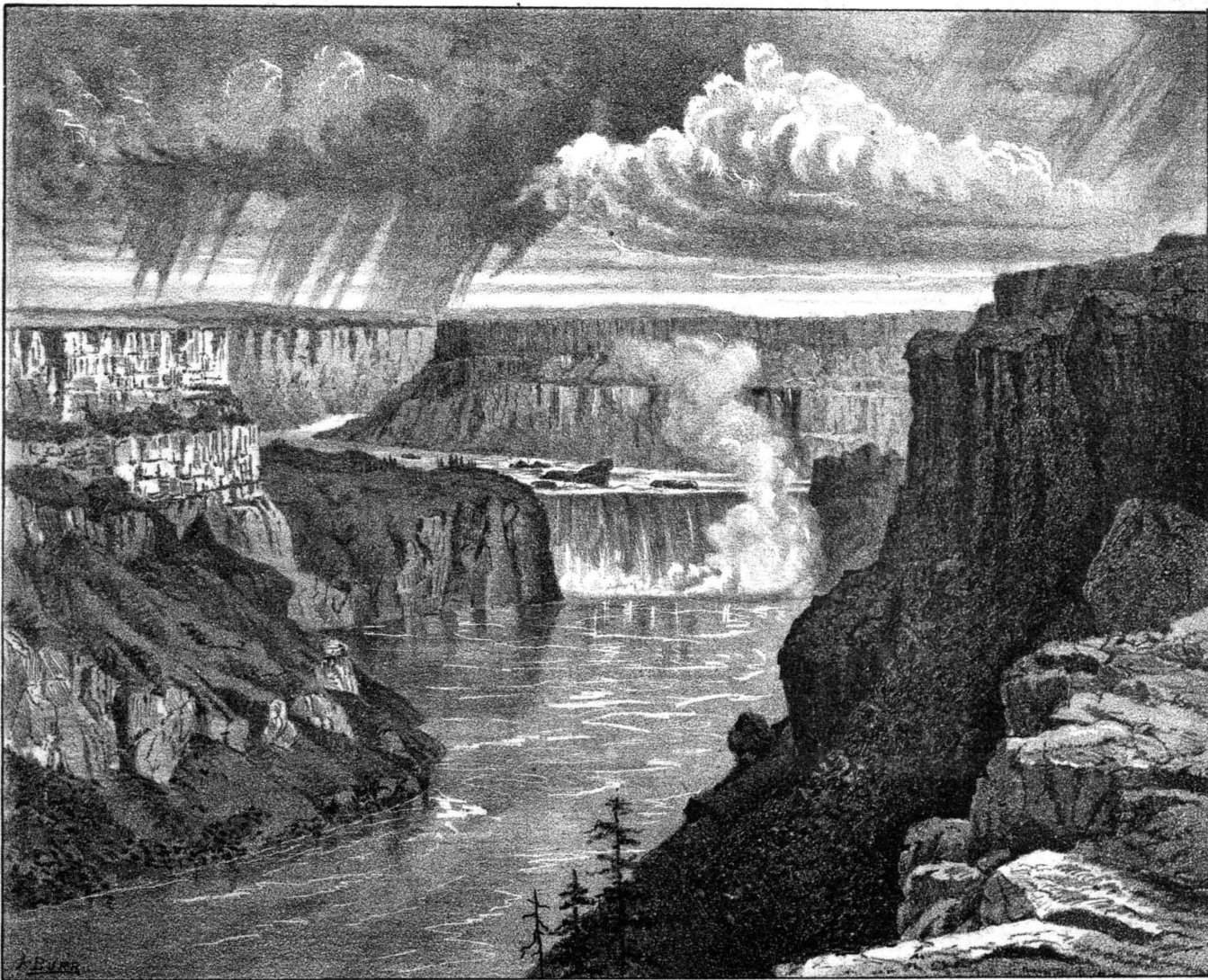


BEAVERHEAD VALLEY, MONTANA.

WEST SHORE LITH



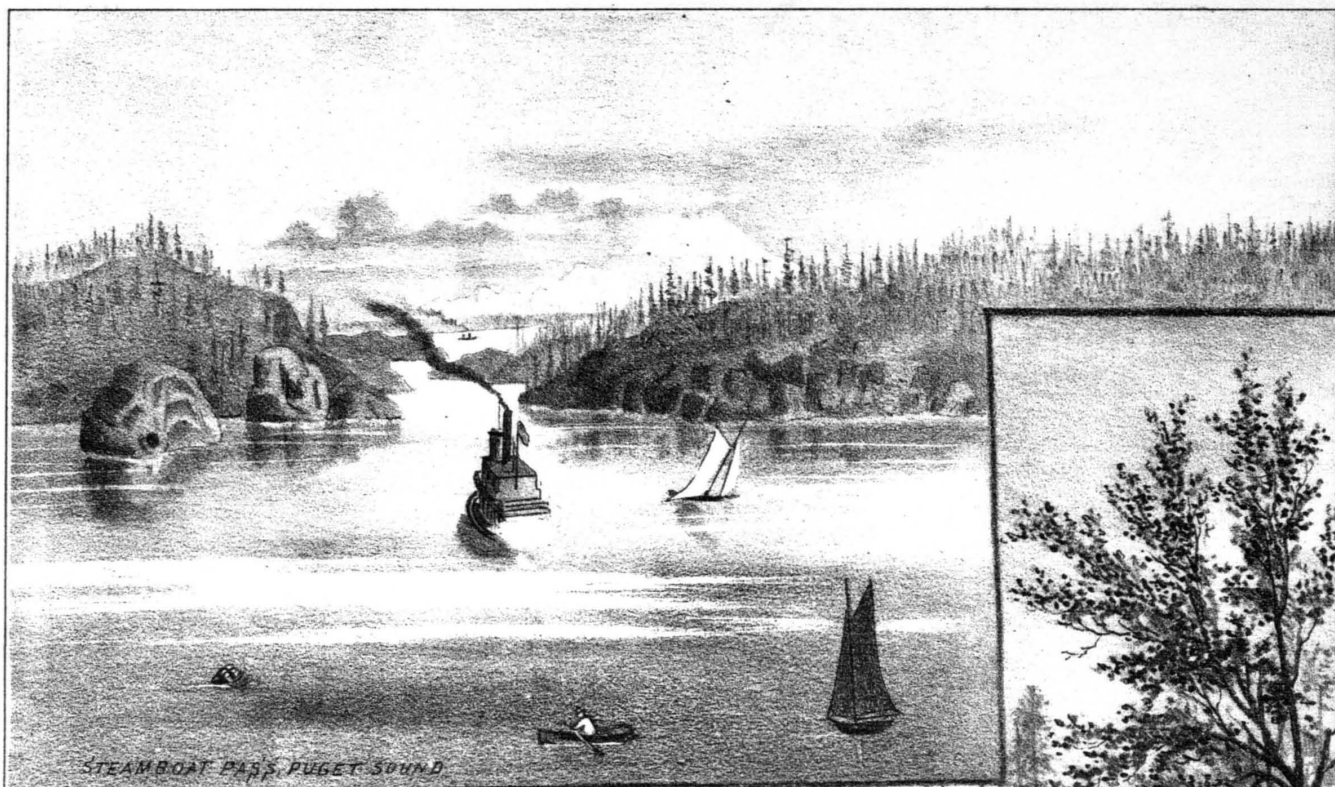
PORTNEUF VALLEY IDAHO. OREGON SHORT LINE



SHOSHONE FALLS, SNAKE RIVER IDAHO. OREGON SHORT LINE.

"WEST SHORE" LITH





WEST SHORE LITH.

YOUNG'S RIVER FALLS, OREGON

## MOUNT TACOMA.

In 1792 the great English explorer, Captain Vancouver, who had a mania for naming everything after some officer of the British navy, bestowed the name "Rainier" upon that great monarch of the Cascades, in honor of an English admiral whose eyes never rested upon its rugged sides or snowy crest. Until recently this title has been accepted, but now there is a disposition on the part of those who prefer to see the quaint Indian names of this region preserved, to restore to it the title it bore for centuries among the natives who lived in its very shadow and drank of the cool waters that flow incessantly from its icy glaciers. Looking up to its top, towering far above every object for hundreds of miles around, they called it "Tacoma," or "Tahoma," "nearest to Heaven," and it is fitting that it should bear that name for all time to come. Not only this, the grandest of all, but nearly every peak of the coast has been burdened with some proper name, such as Baker, Hood, Adams, Jefferson, etc., bestowed by explorers with more patriotism than poetry in their natures. A change to the original Indian titles or some other to express their peculiar outlines or characteristics, would be desirable in every case.

Mount Tacoma stands in Washington Territory, about midway between the Columbia river and Puget sound. Around it on three sides rise the great timber-clad ridges of the Cascade range, while to the northwest the ground gradually slopes off to the shore of Puget sound. From its snowy sides run little streams, the fountain heads of rivers flowing in all directions, teeming with that most delicious of all fish, the beautiful mountain trout. From New Tacoma, on Commencement bay, at the extreme head of the sound, the view of this mountain monarch is grand in the extreme. It towers majestically up, with its white masses of snow and dark rocky ridges, to the great height of 14,444 feet. Many peaks are higher in other parts of the world, but they are simply summits of very high mountain ridges, while Tacoma towers aloft in one mighty mass, a single cone 12,000 feet above the hills that form its base. Thousands annually visit Switzerland to gaze upon the famous Mont Blanc and the Matterhorn, when here in our very midst is a nobler mountain and a grander sight than can be found in the whole Alpine range. Mount Shasta, in California, in all these respects is almost a duplicate of Tacoma, and in these two peaks the coast can offer to lovers of the sublime in nature, that which is unsurpassed by the grandest scenes of Europe. Only Mt. Fusiyanina, near Yokohama, Japan, can rival them.

About twelve miles west from the mountain, rises a bold peak to the height of 4,800 feet, and from its top the view is inexpressibly grand. In the immediate foreground is the mountain monarch, while in the distance the white crests of Baker, Adams and St. Helens thrust themselves above the long pine-covered ridges of the Cascade mountains, while the Cowlitz and Nesqually valleys, the Steilacoom plains and the long arms and islands of Puget sound stretch out beneath them.

Our engraving shows a near view of the saddle-shaped summit of the mountain, taken from the headwaters of the Puyallup river. On its northern slope is an immense living glacier, whose icy

fields stretch out for miles. Only recently has there been an intelligent effort to explore Tacoma and penetrate the wilderness in which it has reigned for ages. A trail is being made from New Tacoma and preparations are on foot for opening up to the tourist the attractions of a nearer view of the peak, its great glacier, and the thousand scenes of beauty and grandeur in the mountains at its base.

## BEAVER HEAD VALLEY.

In southwestern Montana and traversed by the Utah Northern R. R. (narrow gauge), is the valley of the Beaverhead, nearly circular in shape and about twenty miles in diameter. Near the head of the valley and in close proximity to the railroad, is Beaverhead rock, so named from its close resemblance to that industrious quadruped. The rock rises 300 feet above the river, and is so nearly perpendicular that a plummet suspended from the top would touch the edge of the deep eddy lying at its base. A short distance up the canyon clusters of warm springs burst from the cliffs and drop over a ledge into the valley, forming the Twin falls so much admired by all travelers. Near the center of the valley and eight miles from the rock, lies the town of Dillon, a growth of the railroad, and an important supply point for a vast extent of farming, grazing and mineral country. The Beaverhead river, a tributary of the Jefferson, runs through and fertilizes the valley. About one-fourth of the land is under cultivation, while the remainder is the grazing ground of large bands of cattle and sheep.

## CAPE DISAPPOINTMENT.

That long jutting headland at the mouth of the Columbia river, on the north, is properly named Cape Disappointment, though it is frequently called Cape Hancock. It was first discovered by the Spanish explorer, Heceta, on the fourteenth of August, 1775, who bestowed upon it the title of Cape San Roque; but this was subsequently changed to Cape Disappointment by a navigator who had sought in vain for the river Heceta had reported to exist there. Near the extreme end of the cape the government maintains a light house for the benefit of commerce, while the war department has fortifications and barracks, called Fort Canby, in honor of the noble general who lost his life at the hands of the treacherous Modocs. The cape, the beach of Baker's bay just inside and south of it, and the ocean shore to the north, are favorite visiting points for tourists and summer resorts for those families from the interior who can afford the luxury of a sojourn by the sea side. Daily steamers run from Astoria to Ilwaco, on Baker's bay, and to Fort Canby, having many passengers in the summer months. Camping out, rambles along the beach, over the cape and through the forests back of it, bathing in the surf, hunting and fishing, comprise the amusements open to the visitor. The splendid views to be had from the cape are especially attractive to the lover of the grand and beautiful. To the north and west is the restless ocean, to the south the Clatsop beach, Tillamook head and Tillamook rock, and to the east the broad estuary of the Columbia, with its high pine-covered banks, each forming a picture worthy of the artist's most skillful brush. And the cape itself, from the beach on either side, presents an attractive scene.

Our engraving represents it as it appears from the outer or ocean beach. Its green pines and rocky masses stand out boldly against the back ground of water, while in front is the gracefully curving beach. Just over the lowest portion, on the left, we catch a glimpse of Baker's Bay inside of the cape, and the hills on the northern bank dimly outlined in the distance. The attractions of the cape are recognized more and more every year, and it already divides with the celebrated Clatsop beach the honor of being the favorite summer resort of the northern coast.

## SHOSHONE FALLS.

Second only to Niagara in power and magnificence are the Shoshone falls of Idaho. Though somewhat narrower and carrying a smaller volume of water, they are higher by fifty feet, a worthy rival of that great cataract, whose roar once mingled with the cannon's peal, the clash of arms and shouts and dying groans, where Might and Right struggled for the mastery and Liberty triumphed in the downfall of her oppressor. What a grand sight they must have been to that first wandering party of trappers, who, far beyond the confines of civilization, stood in silent awe before this great masterpiece of Nature. The Shoshone Indians were one of the few tribes with whom the early American trapper held peaceful intercourse, and from them first came knowledge of the three great falls of Snake river, the Shoshone, the Salmon, a few miles below, and the American, about ninety miles above. The trapper was intensely practical. It was his mission to hunt the beaver, and in the pursuit of this occupation amid the peaks and valleys of the Rocky mountains, his eyes were surfeited with scenes of picturesqueness and grandeur, and he would hardly turn from his path to witness the most entrancing sight the Kingdom of Nature has to offer. Shoshone falls could give him no beaver and so he bestowed upon them scarce a thought. One day the distant roar of the cataract was borne by the wind to the acute ears of a party passing through the country, and remembering what the Indians had told them, they decided to see for themselves this great "falling water." Led by the ever-increasing sound, they reached the bluffs and gazed down upon the rushing water from the high rocky walls that hem it in on either side. They saw the broad river glide swiftly along, dashing and foaming around the great masses of rock that obstruct the channel just above the brink, and then, gathering itself together in one mighty mass, plunge down a sheer descent of 200 feet, and lose itself in the cloud of spray that ascended from the rocks below, appearing again in the long white streaks of foam that were whirled along between the canyon's towering walls. Even these impassive men gazed upon the scene in mute admiration, their ears deafened by the mighty roar that came up from the canyon below, while the ground trembled beneath their feet. Years have passed since those men first visited these falls and bestowed upon them the name of the Indian tribe of that region, and the mighty cataract has filled the air with its ceaseless roar, unheeded save by the few who have turned aside to pay it homage. It has existed millions of ages, and can afford to wait a few years more for the time when hotels will stand on the river's bank, and thousands will an-



nually come to admire its grandeur and power. The falls are but a short distance above the famous Salmon falls, where the Indians spear salmon, which come up the stream in countless numbers and beat themselves to death against the rocks in their frantic efforts to leap over the foaming cataract.

Fourteen miles distant is the town of Shoshone, on the Oregon Short Line, the point of junction of the Wood river branch of that road. In less than a year this road will be completed to a junction with the O. R. & N. Co., at the mouth of Burnt river and a new overland route opened up. Then, if not before, tourists will do homage at the shrine of Shoshone falls.

But these are not the only attractions offered by upper Snake river, the great Lewis' fork of the mighty Columbia. Only a few miles above, a nameless river bursts suddenly from the ground, and after running a short distance, plunges with terrific force over the canyon's side into the great river 150 feet below. Where it comes from and how for it has traveled in its subterranean wanderings, no one can tell, but it is supposed to be Lost river, a stream that sinks from view in a desert seventy miles to the north. The American falls are worthy of unbounded admiration. They are situated at the point where the Utah & Northern R. R. spans Snake river with a splendid iron bridge, and in its plunge of fifty feet over dark masses of lava rock, the water beats itself into foam and rises in whirling spray, in which the sun's rays make numberless transitory rainbows of entrancing beauty. The grand scenery of Snake river and its many lovely valleys on either side is just becoming known to the outside world, and the thousands of travelers who will in the next few years pass over the Oregon Short Line, will have the pleasure of witnessing and describing scenes as yet unfamiliar to the world at large.

#### NORTHERN PACIFIC LAND SALES.

The Northern Pacific land sales during the month of June were as follows: Eastern division—number of acres, 62,062; amount realized, \$262,688. Montana division—number of acres, 11,644; amount realized, \$54,444. Western division—number of acres, 23,945; amount realized, \$125,700. Total acres, 97,651; total amount realized, \$444,832. During the month of June, 1882, the total number of acres sold was 71,760, and the total amount realized was \$231,201. The total sales for the fiscal year ending June 30, 1883, were 761,261 acres; amount realized, \$3,052,048. In addition, there were realized from town lots during the year, \$330,771, making the grand total for the year, 3,383,019, against a grand total of 1,709,338 for the fiscal year ending June 30, 1882. The number of acres sold in 1882 was 465,208. The average price per acre last year was \$3.60; this year, \$4. All this was land of no practical value until the road opened up the country, made it accessible to settlers and furnished a means of taking its products to market. The simple building of the road has added millions to the value of real estate and therefore to the actual wealth of the country. The number of purchases testify more than words to the opinion the people hold of the desirability of securing these lands and of the liberal terms and generous treatment of the company.



Following is the business of the Roseburg land office for June, 1883: 5,493 acres sold for cash; 27 homestead entries, embracing 3,744 acres; 27 pre-emption filings; 12 final homestead entries, embracing 1,568 acres; 210 acres of mineral land sold.

Along Chenoweth creek, in Wasco county, is a section of country very good for agricultural purposes. There is a great deal of good land yet unoccupied and open to settlement. Upon the cultivated portion the crop is good this season despite the dry weather.

On the sixteenth of July the Klamath Irrigating and Development Co. filed articles of incorporation in the office of the secretary of state. The capital stock is \$60,000, and the headquarters are at Linkville. The company will construct a large canal with distributing ditches for irrigating purposes, and by this means a vast tract of sage brush land will be brought under cultivation.

A very important order has been received at the Roseburg land office from Washington. It commands the withdrawal from private entry of all odd numbered sections within the thirty mile limit, on each side of the O. & C. R. R., from the southern terminus of the lands heretofore withdrawn to the state line. No entries, homesteads, pre-emptions, or other filing will be allowed on any of the lands thereby withdrawn, unless it be to a settler who has occupied the lands since and before the date of the act granting the lands to said company, some seventeen years ago. All parties who have claims of record prior to that date can make their proofs and secure their lands at the rate of \$1.25 per acre. Hereafter all lands belonging to the government within the limits of the grant will be placed upon the basis of \$2.50 per acre, and are only obtainable as homesteads or pre-emptions.

Twenty miles from Tillamook bay, in the center of Tillamook county, is the post office of Hebo, on the Nestucca. The river has about ten miles of tide water, with splendid soil on both sides of the stream for twenty miles up from the bay. The bottom land is narrow, not more than three-quarters of a mile wide on an average, but the foothills are low, with numerous small streams running down from the main mountains, on which there is considerable good land, as good as there is in the state vacant. The country has no mills, although there is quite a demand for lumber, which has to be shipped from Yaquina by steamer. The timber is mostly dead from fires, but there is some yellow fir which is green near the river—enough to run a large mill for years—and good water power near at hand, immediately at the head of tide water. There is a small bay with nine feet of water at low tide. The country is receiving many settlers, but there is yet much vacant land, where industrious men can make for themselves good homes. As a dairy region it is especially good.

Summit prairie is a beautiful upland tract about thirty miles east of Prineville. Streams of cold mountain water swarm with delicious trout, and deer, antelope and game birds abound, making it highly attractive to the sportsman and pleasure seeker. The soil is very fertile and timber is plentiful. Several settlements have recently been made, and it will no doubt all be occupied ere long. Of Crook county generally, the *News* says: "As the principal industry here is the growth of stock, and as stockmen generally pay no attention to the cultivation of the soil, those engaged in farming find a ready market at home for all they can produce, and at prices that rule as high or higher than that of any other locality on the northwest coast. Only a small per cent. is engaged in agriculture, hence the demand for bread and vegetables is equal to the supply of these cereals. And while the great grass region, the nucleus of attraction at present, holds good, tilling the soil will be a secondary consideration, thereby insuring the few farmers a ready sale and good prices for their produce. Wheat and other grains sell for less than one dollar per bushel, and some times more, as is the case this year. Vegetables, too, are eagerly bought here, and always bring good prices in cash. This portion of Oregon may not be the cream of the state, but we believe it is a desirable locality in which to live, and that the profits of labor are greater than in most other parts."

Lying between the Des Chutes and John Day rivers, in Wasco county, is an extensive bunch grass region, known as John Day prairie. Until three years ago it was used as a stock range by cattle men, who did not think it necessary or profitable to secure title to it, and for years thousands of cattle fattened on the nutritious bunch grass that grew luxuriantly to the height of twenty inches when not eaten off. In 1880 a few settlers attempted to cultivate small fields and were surprised to find the soil highly productive. The result was that many settlements have been made during the three years past, some 500 families being now located on the prairie. Wheat, barley, oats, corn, potatoes and vegetables produce abundantly, and it is expected that 200 car loads of wheat will be shipped this season. Fruit trees, also, on an old location used for a stage station, are producing abundantly, and testify to the capabilities of the prairie for the culture of fruit on a larger scale. Unimproved land in special localities has sold as high as eight dollars per acre, and school houses, churches and stores are springing up where small towns will, beyond doubt, soon appear. The area of the prairie is equal to that of the state of New Jersey, and there is abundant room for thousands. Grant's station, or Villard, is the shipping point, being midway between the John Day and Des Chutes and on the bank of the Columbia. Immigrants have thronged past this fertile prairie, and traveled many miles to settle upon land far less desirable and in a region whose climate is less agreeable and whose surroundings are far from being as attractive.

Camas prairie is a nearly circular basin about twelve miles in diameter, and is entirely surrounded by the Blue mountains, with their ever-vernal crowns of pine and firs, which cover their rugged sides from base to peak. The view from some eminence is indescribably beautiful. The

valley is crossed here and there with dark green belts of pines, and gently swells up to the base of the foot-hills, back of which rise the towering mountains with streams of ice cold water running down the rugged canyons, while ever and anon a bold, basaltic headland juts out in the clear atmosphere like some grim sentinel keeping watch and ward over this peaceful little valley. The very atmosphere, rarified and aromatic from the breath of fragrant pines and firs, stimulates the senses like ancient wine, while brilliant-hued flowers, of almost countless variety, grow in profusion in summer times, to gladden the eye of the lover of nature. The prairie is divided up into four small valleys, viz.: Snipe, Round, Wilson and Big or Main Camas, with intervening ridges of "upland," which are covered with large, stately pines.

It is claimed by some that this upland will produce wheat when it is cleared. There are a few places in Camas prairie where wheat can be grown without fear of frost, but take the valley in its entirety it is too frosty for successful wheat growing, except it be used for hay. Barley and oats do well, however. Good gardens can be grown on most of the places claimed, or ever likely to be claimed. It is well adapted to dairying and stock raising, being watered by Camas creek, Owens creek, Snipe creek and other tributaries to the John Day river. Besides there are countless numbers of never-failing springs along the foothills and in the valley, some of them running nearly an inch stream of water the year round. It is difficult to find a section of land that has not one or more of these springs.

Then there are the hot springs within a few miles of Alba, which are destined to become a veritable "Pool of Bethesda," as they are already becoming famous as a pleasure and health resort. Two and one-half miles south of Alba is a mineral spring with remarkable curative properties, especially for rheumatism, chronic diseases, etc. Here is a chance for some enterprising person to start a summer resort. The spring is on unclaimed government land. For some years past this valley has been the Mecca of all cattle and sheep men of Eastern Oregon, who would drive their immense herds in here every summer to pasture on the rich, nutritious grasses. But all this is changed now; for what was once one of the finest stock ranges in the world is fast being broken by the plow, and stockmen are obliged to seek "pastures new."

To the sportsman, Camas prairie offers superior inducements. In the spring large numbers of salmon find their way from the Columbia up the John Day, thence up the various creeks, where they are easily caught. Elk, deer, antelope, ibex, mountain sheep, wolves, lions, cougars, wild cats, etc., are numerous, while if any one thinks he has lost a bear he can very soon find him in the mountains on the south side of the valley. Of game fowls, there are grouse, pheasants, chickens, and in the spring, myriads of geese, ducks and cranes.

A new era of life, so to speak, is just dawning for Camas prairie. Those who came here a couple of years ago with little or nothing, have got fairly started on the road to prosperity. Last season there was hay cut to the amount of 889 tons, 2,500 pounds of cheese and 17,260 pounds of butter made. This season, it is safe to say, this amount will be doubled. There are already three school-houses, a large, well stocked store and a number one blacksmith located.



The townsite of Sumner, on the new line of railroad from New Tacoma to Seattle, has been surveyed and plotted.

The M. E. Conference is building a college at Spokane Falls. It will be 40x66 feet and three stories high, and will be completed this fall. The cost will approximate \$8,000.

Fifty thousand acres of new soil were broken during the past year in Spokane county. The population has nearly doubled, and the assessment list has increased one-half. The next year will show even greater advancement.

The land office for the Whitman district has been removed from Colfax to Spokane Falls and will be opened for business at its new location as soon as possible. That portion of the district south of the Palouse river will probably be annexed to Walla Walla district.

Sedalia and Harriston are two young towns in the Big Bend country, three miles apart and sixteen from Sprague. As yet they contain little but their hopes for the future, which are great, and in view of the fact that they are surrounded by a fine grain and grass country, well watered, these seem not to be unfounded.

A tract of 320 acres in Sehome harbor is being laid off into town lots by the Bellingham Bay Coal Co. This, with Whatcom, Bellingham and Fairhaven, will make one vast town site of three miles along the water front. The people of Whatcom county are determined to be fully prepared for the "boom" when it comes.

Marshall Field, of Chicago, and Baker & Boyer of Walla Walla, are the proprietors of a new town in Eastern Washington, upon which has been bestowed the name "Waverly." It is surrounded for twenty miles by a fine agricultural country. A flouring mill will be one of the first enterprises.

During the month of June the following business was transacted at the Olympia land office:—Cash sales, 24,878 acres, \$48,654; coal entries, 320 acres, \$6,400; homestead entries, 18,057 acres; pre-emption filings, 36,160 acres; sixty-nine timber-land applications of a quarter section each; final proof, 15,040 acres. The total cash sales for the quarter were 54,589 acres, for \$133,493.

The proprietor of the new town of Viola on Fourmile, situated about 16 miles east of Colfax, sold one hundred lots in that flourishing embryo city in three days. One year ago there was not a business house in the place; to-day it supports two general merchandise stores, two blacksmith shops, a planing mill, two hotels, one a two-story building, the other a three story with Mansard roof, two saloons, a livery stable, besides numerous other business enterprises contemplated. Lumber has been ordered for the erection of a drug store; a saw-mill within three and a half

miles of the place loads over thirty teams per day; a first-class shingle mill is situated near by, and liberal inducements will be extended to any person who will erect a steam flouring mill in the place. A rich farming country surrounds the town of Viola for miles in every direction. It is admirably located within easy access of inexhaustible quantities of timber. These happy conditions, in connection with the business enterprise and determination of her citizens, insures to Viola a prosperous future.—Colfax Vidette.

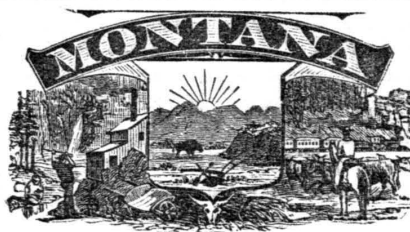
Of the country lying in the eastern end of Whitman county and extending into Idaho, the *Palouse Gazette* says: "The citizens of the eastern part of this county should use some exertion to induce the coming immigration to examine the country along the base of the mountains. The great Potlatch country offers great inducements to the settlers, because of its natural advantages of timber, water, etc. The excellent body of land surrounding Genesee, Uniontown and Colton, and extending north, past Pullman, Palouse City, Farmington, and into the Rock creek country, is all one grade of land, constituting the finest body of land on the Pacific coast. Being convenient to timber, and everywhere abounding in springs, it offers advantages that do not exist further west. The soil is rich, black loam, covered with a sod that is easily turned over with three common horses. Numerous towns are scattered throughout this belt of land, and excellent mail facilities everywhere abound. No settler should locate north of Snake river until he has taken a look at the Potlatch country, and from thence north towards Spokane Falls."

An agreement has been made by the interior department with Chief Moses, whereby that disgruntled chief agrees to smooth down his ruffled feathers and surrender his reservation to the government, receiving therefor an annuity of \$1,000 for a term of years. He will remove with his small band of followers to the Colville reservation, which is amply large for their accommodation. The Moses reserve contains an area of 4,200 square miles, and embraces all the country between the Okanogan river and the Cascade mountains from where the Okanogan unites with the Columbia to the international line. In it are large tracts of agricultural and grazing lands, immense forests of great value, and some of the richest mineral deposits and ledges in the west. The reserve was hastily set aside in 1879 when trouble was feared with the most potent Moses, and the rights of many settlers and miners within its limits were ignored. Representations in their behalf having been made at Washington, an order was recently issued by the president, restoring about one-twentieth to the public domain, being a strip off the northern end occupied by the white people. Moses made a fuss about it, was called to Washington, and an investigation of the whole matter has resulted in this agreement to surrender the entire reservation. When congress shall have ratified this and appropriated the money, the whole tract will be thrown open to settlement. There are other reservations where a few lazy Indians hold from occupation thousands of square miles of valuable land, which must soon be cut down or entirely abolished, and the sooner that is done the better it will be for the states and territories in which they are situated.



The following account of a prospecting trip through the Upper Nooksack portion of Whatcom county is condensed from the *Reveille*. As they are the first known white explorers of that region, their report is especially interesting. From the east end of Whatcom lake they journeyed eastward, and after crossing a low range of hills, entered a valley three miles in width, through which several small streams were running. On investigation these streams were found to head in the Nooksack valley, near the river, and flowed in a southerly direction. Whether they were tributaries of the Skagit or Samish is not definitely known, but presumably the Samish. This valley, which is only four miles east of Lake Whatcom, is pronounced by them to be the finest for agricultural purposes they have seen in the territory. The soil is a rich black loam, covered with vine maple and alder. Although the streams that flow through the valley are but two feet below the bottom land, yet the valley is not swampy or marshy, except where occasional beaver dams occur. There are occasional patches of bench-land on which is found heavy fir timber. Fern land, with a few white pine, were also found in the valley. On the west side of the valley, and especially on the bench lands, no underbrush exists. Considerable birch was found in the valley, which is another indication of the superiority of the soil. On the east side of the valley the land is covered with gravel, and for agricultural purposes is entirely worthless. However, strong indications of coal were found in this immediate section. At the north end of the valley, near the Nooksack, was found the finest body of fir and cedar timber that grows in the territory. The excellence of the timber may be inferred when it is stated that here the Indians procure the material from which their best and largest canoes are made. Its proximity to the Nooksack river renders it valuable to loggers, as the timber can be cut on the banks and at high water rafted down the river and into Bellingham bay. As yet the land is unsurveyed. Fifteen miles above the valley, east, are the foot-hills of the Red mountains, southeast of Mount Baker. The foot-hills afford the finest summer grazing and pasture lands on the coast. There is plenty of grass and but very little timber. Game, such as mule-deer, black and white-tailed deer, elk, bear, mountain sheep, whistling ermine and white grouse or ptarmigan, are here found in great abundance. These meadows are above the timber line, and beyond these are the fields of perpetual snow. Although but very little prospecting was done, yet the party, without any particular effort, found convincing evidences of the existence of gold in paying quantities. On the headwaters of the south fork of the Nooksack, color was found in two different localities. Another and better equipped expedition will soon continue the explorations. The lands about Whatcom lake have recently been surveyed, and the surveyor reports that 10,000,000 feet of timber can be felled and hand-logged into the lake, while vast forests surround it for miles. The timber bordering on the lake is nearly all claimed by actual settlers. Extensive and valuable coal deposits exist, the croppings indicating a quality intermediate between the New Castle and Carbondale. The agricultural land bordering the lake is limited, but far more extensive than a first view of the country would suggest. The soil is excellent. There are several very beautiful fer-

tile little nooks among the hills, and a number of small lakes or ponds swarming with the finest mountain trout. Lake Whatcom is the most picturesque lake of water on this coast. Dark and fathomless, with bold, rocky shores, the gray sand-stone sculptured and polished by the action of the sometimes turbulent waters of the lake—the fir-crowned summit of the mountains towering two thousand feet over the lake—the bold, rocky points and promontories, and the little castle-like island, together make a picture worthy the pencil of a Bierstadt.



The National Park Improvement Company will have sixty large tents set up in the Geyser basin, nicely floored, carpeted and furnished with handsome bed-room sets. A large kitchen tent and another for fine liquors and cigars will make of the camp a complete hotel. The same accommodations will be afforded on the shore of the Yellowstone lake.

The Upper West Gallatin and Bozeman Canal Co., was incorporated nearly a year ago with a capital stock of \$40,000. The object is to build a canal twenty-five miles long and twenty-four feet wide, running from the West Gallatin river and following such a course as to be able to irrigate the whole of Gallatin valley. It will probably cost \$60,000 and will be of incalculable benefit to the valley and to the city of Bozeman.

Some time ago a company was organized with a capital stock of \$1,000,000, to construct a canal from Tongue river for the purpose of irrigating the dry lands in that region. The ditch is now half completed and conducts water to a natural reservoir which has a capacity of 11,000,000 gallons. As it now stands the ditch will convert 400,000 acres of land from a worthless condition into extremely valuable farming land, valued at from \$30 to \$100 per acre. Montana with her irrigated farms will soon boast of her gigantic and never-failing crops, notwithstanding the opinion of the poor numskull who recently wrote to a leading eastern paper that he "did not see a foot of farming land in Montana."

The amount of fine agricultural and grazing land locked up in the Indian reservations of Montana is simply enormous. Much of the finest land in the territory is withheld from settlement and is under the exclusive control of a few hundred Indians who make no earthly use of it and to whom it does no good whatever. A few acres near each agency are cultivated, and the remainder is seldom even visited by the lazy proprietors. These vast areas would furnish thousands of homes to industrious and thrifty settlers who would be only too glad of an opportunity to go upon them with their families. The Crow reservation occupies many thousands of square miles upon which are the rich farms of the Big Horn, Little Big Horn, Clarke's Fork, Stillwater and many lesser basins. Gen. Miles, who has examined it

thoroughly, declares it to be the best reservation in the northwest in point of farming and grazing lands and minerals. The Piegan and Blackfeet reservation, to the north of the Missouri, occupies a vast expanse of the choicest lands, the Milk river portion of it being similar in topography and in the richness of its soil to the famous Red River valley of the North. Its altitude is lower than the valleys to the south, and it would seem that its crop products would be less subject to the blighting influences of frosts. The warm breath of the Japan current penetrates to a certain extent over this country, and as a result its winters are many degrees milder than those portions of Dakota and Minnesota on the same latitude. The bottoms on this reservation are known to be very rich. The same may be said of the Flathead reservation, in the extreme northwest, with the addition that here the genial influences of the Japan current are more perceptibly felt, and apples, pears, plums and other fruits can be produced in great abundance. It would seem that here are bodies of land that should speedily be surrendered to the use and occupation of the incoming tide. It certainly will not be many years before the popular demand to have these enormous reservations reduced or abolished will be heeded.

At last an effort is being made to utilize the vast water power of the Great Falls of the Missouri. They have roared on in silence and wasted their gigantic force for ages, but must now submit to the yoke and work for the good of mankind. From the *Benton River Press* we learn that a town site has been selected and will soon be surveyed. The location is just below the mouth of Sun river, taking in the Black Eagle falls, some two miles below, and in one of the most delightful spots in Montana. Here is the most beautiful part of the Sun river valley, a great, wide bottom stretching off to the northwest, while the valley of the Missouri partakes of the same character, the bad land banks disappearing entirely from view. As far as situation is concerned, it would probably be difficult to find in any part of this great territory a more delightful location for a town. The name of the coming metropolis is Great Falls, and a more appropriate one it would be difficult to find. The gentlemen interested have secured title to about 6,000 acres on either side of the Missouri, from the mouth of Sun river down, at an expense of scarcely less than \$100,000. The head and front of the enterprise is J. J. Hill, president and principal owner of the St. Paul, Minneapolis & Manitoba road, and its various important branches, and also president of the Canadian Pacific syndicate. The simple fact that Mr. Hill is the leading spirit in this enterprise, and has interest enough in it to come a thousand miles to look the situation, over is ample assurance the city below the mouth of Sun river is to be an established fact, with grander possibilities than any of us may have conceived. The theory of the interested parties is that there must be somewhere in this great northwest a manufacturing center, and the magnificent water power of the falls of the Missouri, which cannot be excelled in the world, clearly indicates where that center is. Great Falls will lie adjacent to the great coal district that stretches from the Missouri to Belt creek; the Sand Coulee mines are but four or five miles distant, while the Deep Creek coal, acknowledged the best that has yet been found in Montana, is distant but twelve miles; the moun-

tains up the river are covered with pine, which can be easily rafted down; within the town limits even the finest of building stone in inexhaustible supply can be had; the Belt mountains, distant from 25 to 50 miles, furnish mineral ores of every kind, and the Sun river valley and others adjacent will furnish the agricultural products demanded. The water power of Black Eagle falls alone is much greater than that of St. Anthony falls at Minneapolis. The policy of Mr. Hill will be to develop this enterprise at an early date. Among the first moves will be to secure a railroad, and whether it is a branch of the Northern Pacific, the Utah and Northern or some other road, remains to be seen; but a railroad will be built there, and that very soon. The building of a great manufacturing town at the falls of the Missouri will be of vast benefit to northern Montana. It will draw railroads to it, aid in the development of its agricultural and mineral resources, and hasten the day when the enormous Indian reservation, which now holds thousands of square miles of its choicest land securely closed to the settler, will be thrown open to occupation.

## IDAHO.

The whole of southern Idaho is waking into new life and activity under the influence of the railroad. Immigrants are pouring into its valleys and mining districts in great numbers.

Bernard is the name of a new town on Crooked river in the Sheep mountain country. It is named in honor of Colonel Bernard, whose campaign after Indians through this region in 1879 first revealed the fact that it was rich in quartz ledges.

The entire Weiser valley is settling up rapidly, and when the railroad reaches it this fall, a large increase in immigration is expected. A new town will probably be laid out by the Oregon Short Line on their route about three miles from Weiser city.

On the summit of the Sawtooth mountains, above Sawtooth City, in the Wood river country, is Red Fish lake, or rather was, for the water has suddenly disappeared leaving the barren bed exposed. The lake had an area of several miles and was many fathoms in depth. It was on the summit of one of the peaks of the range, some 11,000 feet above the level of the sea, and surrounded by heavy timber, which rendered it a delightful place of resort in the summer for camping, fishing and boating parties. The lake has been there since the white man has known the country, but lately the bottom fell out. The country formation is granite and limestone, and an immense fissure has been opened, whether caused by a separation or settling of the earth's surface, or from volcanic action, is not known. At present the bed of the lake is dry, and presents the appearance of a deep gorge or valley on the summit of the mountains. This lake has always contained millions of fish, and been a favorite resort for deer, bear and other game. Where the fish went to is as much of a mystery as where the water went. Will the water reappear? and if so, will the fish also return? are conundrums frequently asked and never satisfactorily answered. We must wait and see.

## BRITISH COLUMBIA.

The Webster saw mill in New Westminster has fallen into the possession of the Dominion Sawmill Co. The mill will be greatly improved and its capacity doubled.

The fishery industries of the northern part of the province are in splendid condition. At Alert bay the salmon are running splendidly, and the new cannery on Smith inlet is having an excellent run. The run is just commencing on River inlet. One of the canneries is at work while the other will not be ready until so late that it will only salt the fish this season. The saw mills there are at work night and day and can not supply the demand for lumber required in that neighborhood. A new cannery is going up on Bella Coola. The canneries on Skeena are all at work. At some of the establishments Indians only are employed, both as fishermen and cannerymen. At Skidegate the oil company has put up 30,000 gallons of oil and expects to secure 46,000 gallons during the season.

A company of English capitalists has undertaken the enterprise of draining and colonizing the bottom lands of the Kootenai. William A. Bailie-Grohman, the company's representative, thus describes the enterprise to the *Colonist*:

The lower Kootenai country comprising the lands in question is very little known and at present quite uninhabited. Between Bonner's ferry on the Kootenai river and the lake, a distance of about 110 miles by river, there is only one white settler. The lands which we propose to reclaim are situated on both sides of the river. The valley, here about five or six miles wide, is bounded on both sides by steep and densely timbered mountains. These bottoms are level stretches of meadow land, annually inundated from the middle of May to the middle or end of July. The rise in the river in average years is about 22 feet and one can form, therefore, some idea of the vast volumes of water which we have to tackle. We propose to do so from two points, i. e., by digging a water ditch of considerable length connecting the upper waters of the Kootenai river with the headwaters of the Columbia, which at this point is of slightly lower elevation, and secondly, by widening the outlet of Lake Kootenai. The first mentioned work will subdue the Kootenai waters only to a very limited extent; the latter will be far more effective, but also very much more costly as we have to widen or lower the bottom of the outlet by blasting for at least six miles. From what I have seen of the country I should judge that a capital of at least \$100,000 or \$150,000 would be required to carry through this work. Our consulting engineer will examine the whole question thoroughly this autumn when the water is sufficiently low to determine the difficulties in our way. If we succeed we shall have some 70,000 acres of very excellent land, all of rich, alluvial soil, where luxuriant vegetation can be expected. Our scheme is an honest one; there is no land-grabbing about it, and we mean business right from the start. I have already signed contracts for a small steamer for our own use, to be on the river by August 15th. It will be the first on these waters, for the reported existence of other steamers on the river or Lake Kootenai is not correct. Our little steamer will have to be hauled over 48 miles of about the worst trail there is in this or any other country; but as we have just received a franchise from the territory of Idaho to build a toll road from Sand Point to Bonner's ferry, upon which we intend to commence work at once, I have every hope that excellent communication will be established by next spring.

For the past five years I have been visiting the western territories, spending six or eight months every year west of the Missouri, devoting myself exclusively to exploration and sport. I must say I have never seen a country that pleased me in

every respect (barring mosquitoes) so much as the Kootenai river and lake, and I certainly know no mountain lake either in Europe or America that struck my fancy more than Kootenai lake. It is strictly an Alpine lake, the mountain slopes, covered with good timber, coming down to the rock bound shores in as beautiful lines as I have ever seen, equal in many places to the famed Konigs-see, the gem of the European Alps. Back of the first row of mountains there is a second much higher range of peaks, whose large glacier-like snowfields and very bold crags make the picture the very ideal of Alpine scenery. Concerning our intentions regarding the river lands which we have leased with the option of purchase from the government, I may say that we propose forming on them the Kootenai colony for immigrants of the best class, that is men of means, chiefly English army officers who have capital of their own and who desire to live in a beautiful country under the English crown, where sport is of such exceptional excellence as it is around Kootenai. The late army reforms in England are causing quite a considerable emigration of this very class, and Kootenai colony will, I think, cover just this want. Quite a number are coming out this autumn to look at the country.

## YOUNG'S RIVER FALLS.

The rivers of the western mountains are becoming famous for the number and beauty of their falls. The foaming cascades that leap and whirl over and around the boulders and shelving rocks, the long bridal veils falling from great heights and melting into clouds of spray long before reaching the bottom, and the great cataracts that rival Niagara in power and splendor, are all worthy of unbounded admiration. One of the most beautiful of these is the falls of Young's river, in the Coast Range mountains, a few miles south of Astoria. The water, icy cold and clear as crystal, runs through the rocky gorges, shadowed by dense forests, and suddenly plunges over a precipice and flows onward to the Columbia. The water pitches downward a short distance upon a sloping mass of rocks, off which it rolls on three sides at once, falling in a thin convex sheet to the bottom. This double fall gives it a most peculiar and pleasing effect. Hundreds visit Young's river every year to admire the beauty of the falls and to enjoy the sport offered by that delightful region to the angler and sportsman.

## CRESTED BUTTE.

The peculiar formation of the rocky bluffs that in places along the upper Columbia and its tributaries rise abruptly from the water and wall in the rivers for miles, is shown in our engraving of Crested butte. The Umatilla river, rising in the cool springs of the Blue mountains, flows northwesterly into the Columbia. Near its mouth, at Umatilla Landing, the O. R. & N. Co. has established the initial point of its Baker City branch, and from this point of junction it runs up the Umatilla forty miles to the city of Pendleton. When ten miles west of that place the track passes along the base of Crested butte, between the river and the towering wall of rock. This is but an introduction to the scenery of this new line; for after leaving Pendleton it rises rapidly into the Blue mountains, crosses them and descends the eastern slope to Snake river, finally uniting with the Oregon Short Line in the narrow, tortuous, rocky canyon of Burnt river. It is already over the summit, and will be completed to Baker City and Burnt river early in 1884, and then Crested butte and the hundred other objects of interest along this line will be passed by through trains from the east.



## THE INDIAN TOTEM STICK.

There left this city, on the through freight train to Kalama yesterday morning, a veritable Indian totem stick, which in its way is something of a wonder, although in several sections of British Columbia and Alaska these may be seen in the old camps of the early Indians. This stick has been lying at the wharf in this city for the past four or five days, and has elicited much comment from many who mistook it for a heathen god, and, indeed, from the ghoulish caricatures with which it is profusely covered, the ordinary spectator is apt to form such an opinion, incorrect as it is. This curiosity was brought from Queen Charlotte's Island, between the island of Vancouver and Alaska, some six or seven years ago, and left at the Hudson Bay Company's wharf in Victoria. When Mr. C. H. Prescott, of the O. R. & N. Co., visited that place some days ago, in company with Senator Edmunds and others, he conceived the idea of transferring it to Portland, and accordingly it was put on board one of the steamers for this city. The huge log on which the rude engraving is made, is of white cedar. It is about thirty feet long and three feet across at the larger end. Among several hieroglyphics at the larger end, are two carvings of fish, and the representation of an eagle's head and neck, with wings on the side. The next section, as it may be called, represents a wierd human face, with large cheeks and a prominent nose. On the cheeks are some eagle's talons. The third section represents similar carvings, while on the fourth is shown a large alligator. It is well carved, and occupying a larger space on the log or stick, seems to cling to it like a living reptile, with its legs astride the log. Its teeth and claws are well and plainly outlined, and everything considered, the representation of the alligator is more correct than any of the others. Further along are chiseled in the wood, the heads of men and wild birds and beasts. From the larger end to this point, there is a barbaric blending and commingling of these carvings, one having scarcely been begun until it is succeeded by something else. Finally beyond these is the remainder of the stick, a distance of about nine feet, which, while the former portion is semi-circular in form, and hollowed in the back, is narrowed to the thickness of but little more than a foot. At intervals of one foot are circular rings which run entirely around it.

And now comes the information concerning it. The narrow ends of such sticks are placed deeply and securely in the ground near the wigwam of the head chief of the Indian tribe, and this serves to represent the implements or insignia of government and command of the Indians, much the same as the flag of any country is to be fought for and cherished and revered. These may be found in a few sections on the upper coast.

At the Smithsonian Institute at Washington, D. C., may be found several curiously engraved and printed totem sticks, though none of them are as large as the one in question. They aptly recall the words of the poet, Longfellow:

And they painted on the grave-posts  
Of the graves, yet unforgetten,  
Each his own ancestral totem,  
Each the symbol of his household,  
Figures of the bear and reindeer,  
Of the turtle, crane, and beaver.

In after times, these rude carvings originating with the early North American aborigines will be

very valuable as curiosities. The stick in question is reputed to have been carved some fifty years ago, and in only one place was it noticed to be rotten and decayed.—Tacoma Ledger.

## ILLIMITABLE RESOURCES.

Mr. John McCafferty returned Saturday last from his prospecting tour over the Puget sound coal fields. He reports having had a very rough but propitious trip. Over a week was put in visiting the different coal fields. The journey on foot and on horseback, through the almost impenetrable magnificent forests, back from the sound, was tedious and discouraging, but the purpose of the trip was successfully accomplished. About eighteen miles south of Renton, three sections of fine coking coal land was obtained, with which Mr. McCafferty is well pleased, and speaks very highly of the timber and coal thereon. About fifty acres of the land is covered with a growth of curly maple, which alone is a fair investment. A number of tests have been made of the coal, from these sections, which prove, beyond all doubt, that it will make an excellent quality of silver coke. A company has been formed to reduce the coal to coke at the coal fields, operations to begin shortly. It will then be shipped from there to Montana, to be used in working the large quantities of base metal ores, a number of veins of which, near Butte, Mr. McCafferty is interested in. The railroad line, which has been already surveyed, and construction of which will be begun on the 26th inst., runs through one section of the land. This is going to be a large and profitable business for the northwest, as large quantities of coke are consumed yearly in the smelters of Montana, and in almost every manufactory where a blast furnace is used. The coke, if it proves to be as good an article as is expected, can be shipped to the mines of Mexico, Arizona, Utah and even to Colorado, and compete with the eastern markets, especially as there is not a good quality of coke made in the eastern states.—News.

## A FEATHER IN ALBANY'S CAP.

J. M. Nolan, Esq., one of the most enterprising merchants of Albany, Oregon, decided last spring to close out his business in that city and move elsewhere. In a conversation with one of our correspondents a few days since, he said that after traveling all over the Pacific Northwest he has decided to remain at Albany, as, backed as it is by solid agricultural wealth, he considers its future prosperity assured. He is now enlarging his premises and making arrangements for receiving an immense stock of fall goods.

In the matter of fancy goods for the holiday season, our dealers can not do better than to draw from the immense stock of the St. Paul Book and Stationery Co., St. Paul, Minnesota. They give careful attention to orders by mail, and are not undersold.

A new iron cinch rigging coming into general use among stock men has been shown us by W. M. Mann, of Helena, Montana. It is a very simple contrivance, but extremely valuable, for, when attached to an ordinary saddle it renders it impossible for a fractious horse or "bucking cayuse" to move the saddle in the least. Mr. Mann, the inventor and patentee, is an old stock saddle maker, and is prepared to furnish proof of all he claims from the testimony of the best stock men in Montana.

We have received a map of New Tacoma, published by C. P. Ferry, Portland. It is a complete map of the city and its additions, is neatly gotten up, and is very valuable to one interested in New Tacoma real estate.

The best photos, all styles and sizes, are taken by Abell. Gallery, west side of First street, between Morrison and Yamhill.

To obtain the most artistic views of scenery in the Pacific Northwest, go to Davidson, southwest corner First and Yamhill. He has the only complete assortment in this state.

The St. Paul Book and Stationery Co. come before our readers for at least a share of their patronage. They have a very large and complete line of miscellaneous, standard, illustrated and juvenile books, blank books, papers, envelopes, and all kinds of stationery articles, photograph and autograph albums, Christmas, New Year and birthday cards, and fancy goods for holiday and other trade. They say that they will not be undersold, and that orders by mail will receive prompt and careful attention. By all means give them a trial.

## WANTED!

Price currents from every commission house dealing in fresh fruits, veg. tables, fish and game.  
MACKANESS & HOEFFNER, Commission,  
HELENA, MONTANA.

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THE PHOTOGRAPHER,  
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The Best Work in the State Guaranteed.

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DRUGGISTS,  
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Livery & Boarding  
STABLE,  
R. M. WILBUR, Propr.  
Through from Second to Third bet. C and D Streets.  
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WONDERFUL INSTRUMENTS!  
ORGANETTES, MELOPEANS  
AND AUTOMATIC ORGANS.



Send for Circulars, Catalogues of Music, &c.

SIMON HARRIS,  
GENERAL AGENT,  
49 First St., Portland, Or.  
Catalogue of instrument and music mailed free upon application.

"A Royal Food Preservative."—Tribune.

## "REX MAGNUS,"

(THE MIGHTY KING.)

What it is, and what it does.

IT IS THE

### HUMISTON FOOD PRESERVATIVE,

and, as its name signifies, is a Mighty King, an invincible conqueror. It is *safe, tasteless, pure and harmless*. Its special field of usefulness is in the preservation of food, such as fish, meats, oysters, cream, etc., either in large or small quantities—and it does it.

Words are Cheap,

and so is Rex Magnus, in all its several Brands. Every word used by the proprietors of this preparation, in stating its nature, characteristics and effects upon food is *strictly true*. Corroborative testimony can and will be cheerfully tendered. The best proof, however, is to buy a box, test its effects yourself, and you too will agree with us. You do not have to buy a "right" or costly "receipt" but get your money's worth.

We herewith append a scientific statement in attestation of the merits of this "Greatest discovery of the Century."

A 35 days' test, in a temperature averaging 70 degrees.

Prof Samuel W. Johnson, the well known chemist, and for more than 25 years identified with the Scientific Department of Yale College, furnishes the following report concerning Rex Magnus:

"My test of 35 days on meats, etc., bought in open market, have certainly been severe in daily mean temperature of 70° and I am satisfied that the different brands of Rex Magnus, The Humiston Food Preservative, with which I have experimented, have accomplished all claimed for them. So far as I have yet learned, they are the only preparations that are effective, and at the same time practicable, for domestic use. At the banquet on 'treated' meats at the New Haven House, I could not distinguish between those which had been sixteen days in my laboratory and those newly taken from the refrigerator of the hotel. The oysters were perfectly palatable and fresh to my taste and better, as it happened, than those served at the same time, which were recently taken from the shell. The roast beef, chicken, turkey and quail, were all as good as I have ever eaten."

Rex Magnus is *safe, tasteless, pure*, and Prof. Johnson adds in his report, "I should anticipate no ill results from its use, and consider it no more harmful than common salt."

The room in which these trials were carried on (January 31 to March 7) has been warmed by a coal stove. Observations generally taken twice or thrice daily, with a self-registering thermometer have shown an average daily minimum temperature of 55° and maximum of 84°, the daily mean temperature having been 70 degrees."

Thousands of Trials.

Such a test, and it is but one of many which have been made, ought to satisfy the most exacting skeptic. Ample corroborative testimony can be furnished.

Rex Magnus is a perfect and reliable substitute for ice, heat, sugar, salt or alcohol in preserving food, which retains its natural flavor and sweetness, in all seasons and climates, after having been treated with this "Rex."

It is safe, tasteless, pure, harmless.

The different brands of Rex Magnus are "Vian-dine" for preserving meats, poultry and game. 50 cents per pound; "Ocean Wave," for preserving oysters, lobsters, etc. 50 cents per pound; "Pearl," for preserving cream, \$1.00 per pound; "Snow Flake," for preserving milk, cheese, butter, etc., 50 cents per pound; "Queen," for preserving eggs green corn on the ear, etc., \$1.00 per pound; "Aqua Vitae," for keeping fluid extracts, etc., \$1.00 per pound; "Anti-Fermen," "Anti-Fly" and "Anti-Mold," are special preparations, whose names explain their uses, each 50 cents per pound.

How to get it.

If your grocer, druggist or general store-keeper does not have it in stock, we will for the sake of introducing it in all sections, send you a sample pound package, of any brand desired, upon receipt of price. Sample packages sent prepaid by mail or express as we prefer.

Name your express office. Mention THE WEST SHORE. Rex Magnus is cheap, simple in its use, a child can use it untrailing in its effects and healthful. Try it and you will say so too.

Physicians who will agree to test it can get a sample package free. Please state school of medicine.

THE HUMISTON FOOD PRESERVING CO.,

72 Kilby St., Boston, Mass.

## Oregon Railway and Navigation Co.

OCEAN DIVISION.

Between San Francisco & Portland.

FROM SAN FRANCISCO.		FROM PORTLAND.	
	10 A. M.		Midnight.
Oregon.....	Wed. Aug. 1	Queen.....	Fri. Aug. 3
State.....	Sat. " 4	Oregon.....	Mon. " 6
Columbia.....	Tue. " 7	State.....	Thu. " 9
Queen.....	Fri. " 10	Columbia.....	Sun. " 12
Oregon.....	Mon. " 13	Queen.....	Wed. " 15
State.....	Thu. " 16	Oregon.....	Sat. " 18
Columbia.....	Sun. " 19	State.....	Tue. " 21
Queen.....	Wed. " 22	Columbia.....	Fri. " 24
Oregon.....	Sat. " 25	Queen.....	Mon. " 27
State.....	Tue. " 28	Oregon.....	Thu. " 30
Columbia.....	Fri. " 31		

### RAIL DIVISION.

On and after July 22, 1883, transfer steamer leaves Ainsworth dock, Portland, at 7:30 A. M., connecting with train at Albina 8:15 A. M. for all points on upper Columbia and N. P. R. R. Arrive at Wallula Junction at 5:55 P. M. Walla Walla at 7:45 P. M. and Dayton at 9:35 P. M. Returning arrive at Albina at 5:45 P. M., and Portland at 5:55 P. M. Trains run daily, connect at Wallula Junction for Points on Northern Pacific Railroad. Through Sleeping Cars from Portland to Missoula.

### MIDDLE COLUMBIA RIVER DIVISION.

Boat leaves Portland for Dalles at 7 A. M.  
Boat arrives at Portland from Dalles at 5 P. M.  
DAILY, EXCEPT SUNDAY.

### PORTLAND AND ASTORIA FAST LINE.

Steamer WIDE WEST leaves Portland at 5 A. M. Returning, leaves Astoria at 1 P. M., daily, except Wednesday. Portland passengers can go on board at 9:30 P. M.

ALSO

Leave Portland for	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Astoria and Lower Columbia.....	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Dayton, Or.....	7 A. M.	7 A. M.	7 A. M.	7 A. M.	7 A. M.	7 A. M.
Corvallis.....	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Salem.....	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.
Victoria, B. C.....	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.	6 A. M.

### NARROW GAUGE DIVISION. East Side.

BETWEEN PORTLAND and COBURG, via O. & C. R. R. to Woodburn.  
On and after Sunday, April 1, 1883, Trains for Coburn leave Portland at 7:30 A. M. on Mondays, Wednesdays and Fridays.

### West Side.

BET. PORTLAND, SHERIDAN AND AIRLIE, via O. & C. R. R. to Whites.  
Leave Portland at 9 A. M. Returning, leave Airlie for Portland at 6:05 A. M.

Freight for all points on Narrow Gauge Division will be received and forwarded by the O. & C. R. R., East and West Side Divisions, respectively.

General Offices—Cor. Front and D Sts.

C. H. PRESCOTT, Manager.  
JOHN MUIR, Superintendent of Traffic.  
A. L. STOKES, Asst. Supt. of Traffic.  
L. A. MAXWELL, Ticket Agent, Portland.  
E. P. ROGERS, General Agent.



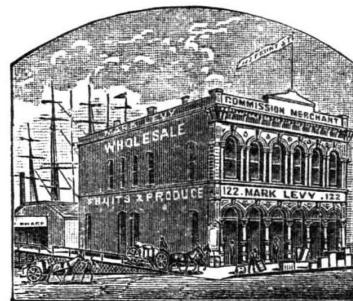
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The Baker Three-Barrel Gun.

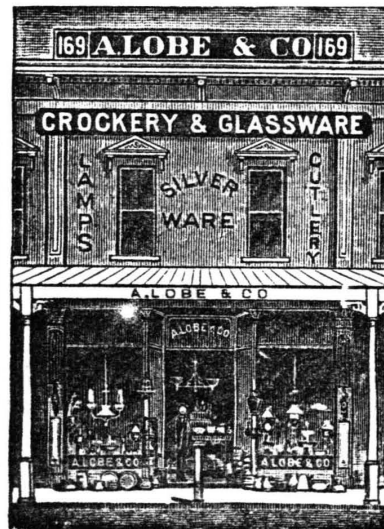


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**THE ROYAL ROUTE,**

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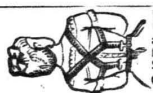
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### RATES OF TUITION.

Primary,.....	per term,.....	\$ 6.50
Common English, " ".....		9.50
Higher " ".....		10.00
Language, each, extra,.....		2.00
Instrumental Music,.....		13.00
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The Medical Lake Bath House is open to the public every day of the week. The water gives great relief to those suffering from rheumatism, piles, catarrh, dyspepsia, sick headache, and all skin diseases. Boats kept for pleasure parties.

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 Bathing accommodations free to guests. Rates, with Board, \$2, \$2.50, \$3. Especial accommodations for families.

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A boarding and day school for boys. The sixth year under present management begins September 4th. Classes in Greek, Latin, German, French, English, Mathematics, Book Keeping, Sciences, Music, Drawing and Penmanship. Discipline strict. Send for thirteenth annual catalogue, with list of former members, to Head Master.

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### Oregon Transfer Company. General Forwarding and Commission.

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### Most Perfect Two Wheeled Vehicle in the World.

Easy of access, shafts being low and attached direct to the axle.

Perfectly Balanced, and entirely free from all jerking motion of the horse, so disagreeable in other carts.

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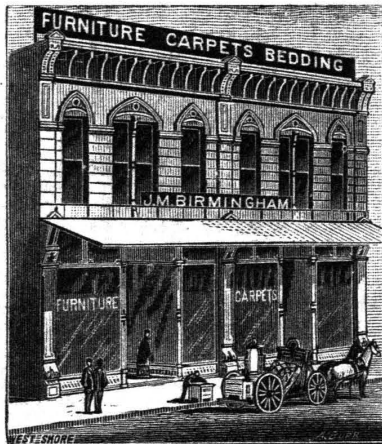
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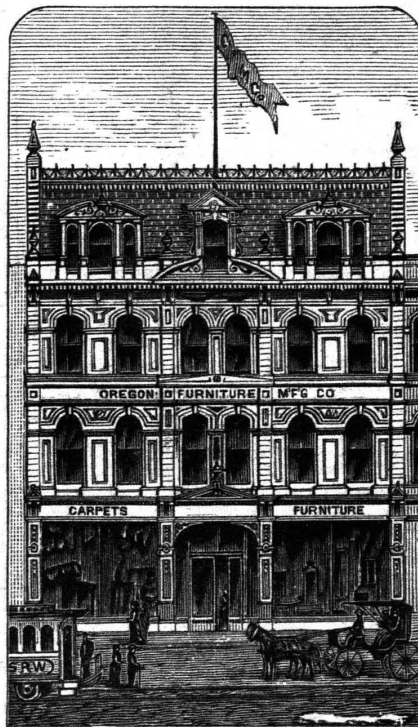
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