

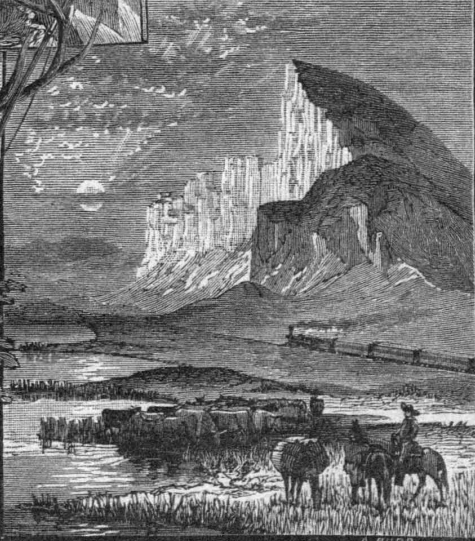
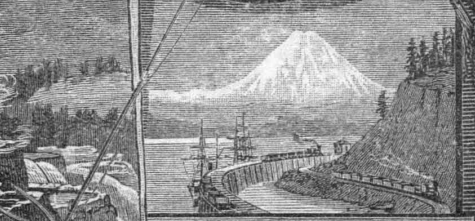
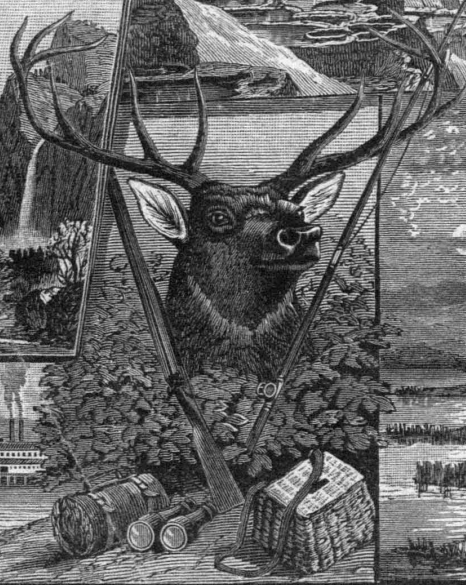
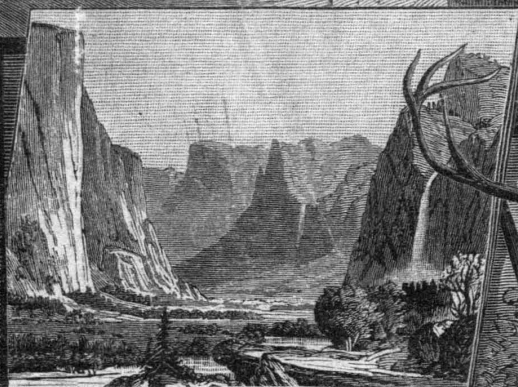
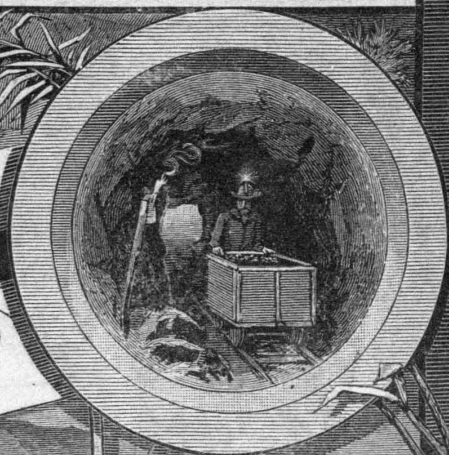
J. J. McKenney

NOVEMBER, 1885.

West Shore

ESTABLISHED 1875

AN ILLUSTRATED JOURNAL
OF GENERAL INFORMATION
DEVOTED TO THE
DEVELOPMENT OF
THE GREAT WEST



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Our men's, boys' and youths' Clothing is all made in New York under the supervision of our foreman. Every garment is examined before it is shipped here, and this accounts for our success. It has been suggested by the press that we should throw our establishment open for the free and general inspection of the public. We will therefore say that we think it unnecessary. While it may be the style in the Eastern States to make these showings, the public is well aware they are always welcome at our house, and we take pleasure in showing them our several departments. In conclusion, we extend a hearty invitation to all, whether they intend purchasing or come only to inspect our fall stock.

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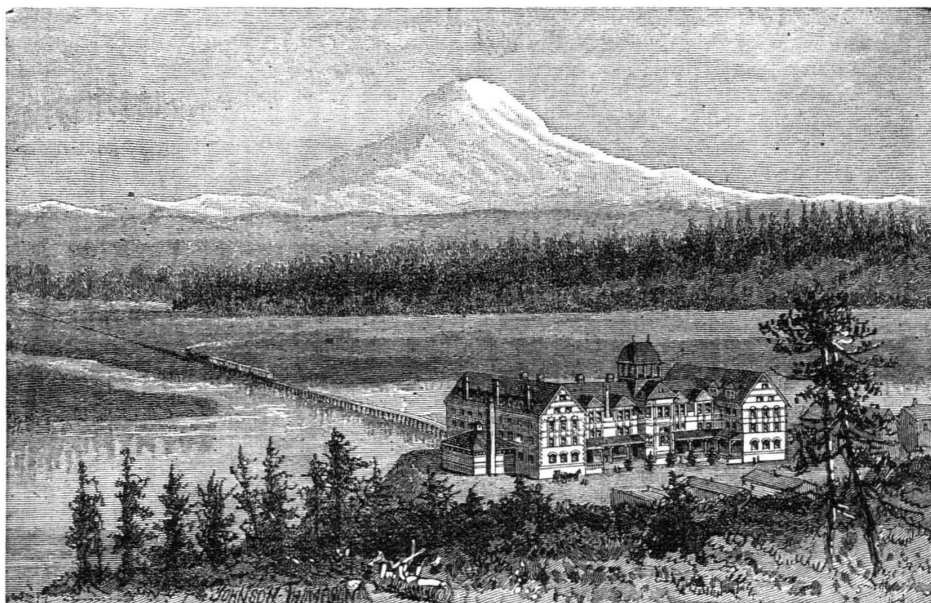
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Ladies' linen Collars, all sizes, 5 cents each.

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THE WEST SHORE.

Tacoma, W. T.

November, 1885.

Portland, Or.

VOL. XI. ESTABLISHED 1875. NO. 11.
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OWING to the delay in completing the Canadian Pacific Railway, the publication of the number of THE WEST SHORE describing and illustrating it has been postponed accordingly. The last spike will be driven early in November, and the number will be issued about the 15th of the month. The January issue will be a large holiday number, and will be published about the middle of December. It will be principally devoted to Portland.

THE extension of the Cascades Branch of the Northern Pacific from North Yakima as far as Ellensburg is more than probable. It is estimated that nearly 100,000 bushels of wheat were raised this season in the Kittitas Valley, and the capabilities of that region are sufficient to induce the construction of the road to Ellensburg without reference to its further extension to Puget Sound. The Northern Pacific seems to have entered upon the shipment of wheat to the East in earnest, and in pursuance of this policy will naturally construct such branch lines and extensions as will give it easy access to all the wheat producing areas tributary to the road.

INDICATIONS are that next year will begin a new era of active railroad construction. Two extensive lines in Nebraska are projected by the Missouri Pacific, as adjuncts of the Wabash system controlled by Gould, and it is not improbable that the Chicago & Northwestern may begin at once a further progress westward, with a terminus on the Pacific in view. This will open a field for our lumbermen to cultivate. The projected government railroads in China, to build which a loan of \$40,000,000 has been negotiated, will also create a demand for certain classes of lumber from this region, which Puget Sound mills will no doubt be called upon to supply. The Pacific Northwest can receive nothing but benefit from the construction of roads leading in this direction, since they open up the country and create a market for our products, add to our population and stimulate industry.

WITH punctuality, creditable alike to the laborious energy of the author and the methodical business tactics of the publisher, volume XX. (California III.), works of Hubert Howe Bancroft, has just reached us. It is a clear and concise narrative of many matters of historical and biographical interest which occurred in California during the somewhat dull and primitive epoch of the years 1825-1840. The following allusion to what has become now one of the principal features in trade on this Coast is interesting: "The fur trade is a branch of Californian commerce respecting which we have but little information for the period covered by this chapter. Foreigners secured most of the otter skins by contraband methods; the Indians killed a few animals as in former years; and in several instances Californians were regularly licensed by the territorial authorities to engage in otter hunting on the coast. Hardly a vessel sailed without carrying away more or less skins, which all traders were eager to obtain. The authorities, both of nation and territory, understood the importance of this export and made some weak and unsuccessful efforts to develop it, or at least to secure the legal revenue which even as carried on at the time it should yield."

UNFORTUNATELY for this region the committee of the Portland Board of Trade to whom was referred the question of holding a waterway convention decided that such a step was unnecessary. An effort is to be made in Congress to secure adequate appropriations for the Columbia and other streams of this region, and resolutions coming from a convention of delegates from the whole Pacific Northwest would have vastly greater weight in support of the efforts of our representatives at Washington than individual petitions or resolutions of separate boards of trade. Aside from this it was unwise for Portland to throw cold water upon the convention project. She is accused of lukewarmness, if not actual hostility, to the opening of the Columbia, and here was an opportunity to convince the doubting ones east of the Cascades that such is not the case. This opportunity has been willfully—at least carelessly—thrown away, and the result cannot but be harmful to the best interests of the city. It is time for our business men to adopt a broad gauge policy and do something to stem the tide of hostility in the Inland Empire. The interests of Portland and the Interior are closely linked, and mutual good feeling should be promoted in every manner possible. Every man of experience and thought knows that Portland will benefit more by the opening of the Columbia than any other locality, and it were the part of true wisdom to call this convention and demonstrate that we are in earnest in this matter, whether we believe it to be of any practical value in aiding our representatives to stimulate Congressional action or not.

How to obtain an ample and cheap supply of water is one of the most important questions a municipality is called upon to decide, and is unquestionably the greatest problem now before the people of this city. For years we have paid from four to six times as much for water as other cities of the same size, and our monthly contributions have served to build an extensive system, to establish a rich corporation and make a few men wealthy. The same money would have given the city a complete system free from debt, and an ample supply to all consumers for at least one-third the present rates. Our business men have been freely criticised for their failure to establish or encourage manufactures, yet in this respect their conduct is blameless when compared with the apparent indifference of the taxpayers concerning this water question. Before manufacturing can be successfully engaged in here, so as to compete with Eastern cities, we must first render the necessities of life obtainable at prices somewhat comparable with those that prevail elsewhere. Water rates are directly a material factor in the cost of nearly all forms of manufacturing, and indirectly so far as it affects the wages of workmen. So long as the laborer, mechanic, salesman and bookkeeper must pay more for water than for bread, it is idle to talk of manufactures flourishing in this community. The cost of flour per year for a small family does not exceed \$20, while the same family must pay for one hydrant, a bath tub and a water closet, the outrageous sum of \$42. Water is, of all things, the great necessity of human existence, and should be obtainable at the least possible cost. It is the duty of a city government to protect the people from extortion of water companies as well as to procure water for public uses at a minimum cost. There is being urged upon the city a water proposition generally denominated as the "Morey Scheme," by which certain parties hope to procure a valuable franchise and bind the city to a contract for the payment of \$40,000 annually for a term of twenty years, a total of \$800,000. There is but one proper light in which to view this proposition, and that is to disassociate it from the present company and compare it with conditions found elsewhere. When this is done it is found that rates to consumers are extremely high. By making this contract we fasten those high rates upon us for twenty years without hope of relief. Now we are free to help ourselves; then we would be bound hand and foot; and for the privilege of being so bound the property of our taxpayers would be mortgaged for \$800,000. The sum asked for would be sufficient to give the city a complete system of water works, while the revenue derived from rates (50 per cent. less than the Morey schedule) would be ample to maintain it, pay interest on the cost and create a sinking fund for extinguishment of the debt. About this there can be no question. The experience of cities everywhere in the United States proves it. Nearly every city of the size of Portland owns its own water works, and supplies its inhabitants with water at one-sixth the rate, in some instances, that are now extorted from our people monthly. Long and costly experience by the older cities of the

East has demonstrated the fact that every city should own its own water works, and that to do so is to materially lessen the cost of water to the municipal treasury for fire purposes, and to consumers for domestic uses, manufacturing and the manifold purposes for which water is needed. Fortunately for us we are not called upon to be pioneers in this matter. Other cities have gone through all the experimental stages and have paid dearly for the whistle of experience. We are so situated as to profit by what has cost them so much, and it were the very acme of folly not to do so. With this end in view THE WEST SHORE recently addressed letters to the mayors of numerous cities in the United States whose population ranges from 25,000 to 100,000, asking several leading questions in regard to their water supply. In response was received a mass of letters, municipal reports, water reports, schedules of water rates, rules, etc., that form a valuable collection of data upon the subject. From these the table on the opposite page has been carefully compiled. Reports more or less complete were also received from Cambridge, Mass.; Kansas City, Mo.; Wilmington, Del.; Detroit, Mich.; Harrisburg, Pa.; Rochester, N. Y.; Paterson, N. J.; St. Paul, Minn.; Springfield, Ill.; New Haven and Hartford, Conn.; Leavenworth, Kan.; Davenport, Iowa; Dayton, Ohio; Bangor, Me., and Austin, Texas. Of thirty-nine cities reporting, twenty-seven have their own water works and twelve are served by companies, rates in the former averaging much lower than in the latter. The table is clear and needs no explanation, except to say that in reporting the cost of systems some cities have included the amount spent for maintenance during a series of years. Special attention is called to the fact that only in cities having two to four times the population of Portland is the entire cost of maintenance equal to the sum the city alone would be required to pay under the Morey contract. Attention is also called to the excess of revenue over cost of maintenance of each city system, derived from rates far below those offered or now prevailing here. The table should be carefully studied by every taxpayer. In the light of such statistics it is difficult to conceive how a man who expects to own property, do business or pay rents in Portland during the next twenty years can approve of putting the city's neck into the yoke of the Morey scheme, or, what is even worse, submit quietly to the present burden. Now is the time for the citizens of Portland to assert themselves and settle this question by providing for a complete system, to be owned and operated by the city for the benefit of the people. If, however, it be deemed inadvisable at this time to increase the burdens of the city, already groaning under excessive taxation, then let the taxpayers take the matter directly into their own hands, and deal with it as they would with any other subject involving their personal interests. We have sufficient confidence in their ability and integrity to believe that some plan will be evolved by which the people may be relieved from the payment of these enormous water rates, and provision be made for the ultimate possession of water works by the city.

Comparative Table of Water Rates of the Portland Water Company, the Morey Scheme and Twenty-three Cities of the United States.

CITIES.	Pop.	Ass. Value of City Property.	Average Daily Consump., Gallons.	Owner of System.	Amount Spent on System.	Annual Rev. of System.	Annual Exp. Maintaining System.	Annual Exp. of City for Water for Five Pumps.	Source of Water Supply.	Annual Rate to Family of 4 Persons or 5 Rooms.	Family Bath Tub.	Public Bath House, Per Tub.	Water Hose on Lamp Season of 6 Months.	Water Closet, Res.	Water Closet, Public.	Meter Rates for 1,000 G. Per Day.	Meter Rates for 5,000 G. Per Day.	REMARKS.
Portland, Or.	30,000	\$14,316,485	A	P. W. Co.				\$14,000	Willamette River.	\$18 00	\$12 00	\$24 00	\$15 00	\$12 00	\$24 00	50	50	A—Capacity of works, 6,000,000 gallons. Consumption about 8,000,000.
				Morey				40,000	Bull Run Creek.	12 00	6 00	12 00	8 10	6 00	12 00	37½	25	Pressure to be sufficient to render fire engines unnecessary.
Trenton, N. J.	30,000		1,657,300	City	874,775	58,522	11,913	Free	Delaware River	A	3 00	B	3 00	1 00	C	20	15	A—\$4 to \$6. B—\$5 to \$10. C—\$3 to \$10.
Manchester, N. H.	40,000	52,714,391	1,300,000	City	1,000,000	75,000	13,000	A	Lake Massabesic.	5 00	2 50		B	2 50	5 00	26½		A—\$50 per year charged to the Fire Department for each hydrant. B—\$1 to \$9.90.
Worcester, Mass.	70,000		1,300,000	City	1,653,466	107,515	63,550	A	Reservoir.	6 00	5 00		2 50	4 00	8 00	25	15	A—15c. per 1,000 charged to Fire Department.
Troy, N. Y.	60,000		4,841,106	City	1,109,671	81,700	70,000	A	Hudson River	5 50	3 00		B	2 00		20	12½	A—516 hydrants supplied free. B—\$5 for 50 feet front, 10c. for each additional foot.
Atlanta, Ga.	55,000	30,000,000	2,000,000	City	400,000	40,000	23,000	Free	Reservoir.	A	A	A	A	A	A	17		A—Meters used summer
Columbus, Ohio	80,000	10,000,000	6,000,000	City	1,031,128	90,000	30,000	Free	A	6 00	3 00		5 00	3 00		20		A—Underground filter galleries.
Omaha, Neb.	62,000	12,188,000		Company	500,000			A	Missouri River	6 00	3 50	7 00	2 50	2 50	5 00	30	15	A—\$84 each for 250 hydrant and \$60 for all in excess; year contract.
Des Moines, Iowa	40,000	33,000,000	1,250,000	Company	350,000			18,000	Raccoon River	5 00	3 00	15 00		3 00	8 00	40	20	A contract with city for 10 years, considered advantageous; water comp. highly spoken of.
Syracuse, N. Y.	75,000			Company				A	Lakes	7 25	4 00	8 00		5 00	7 00	22	10	A—\$50 each for 500 hydrants. City has option of purchase at appraised value after five years.
Toledo, Ohio	75,000	15,000,000	3,600,000	City	1,250,000	45,000	22,000	Free	Maumee River	5 00	3 50	7 00	A	2 50	5 00	17	8	A—\$1 per 1,000 sq. feet. Could duplicate system for \$750,000.
Fort Wayne, Ind.	30,000	7,000,000	1,298,000	City	262,525	21,516	19,827	Free	Wells	5 00	4 00	8 00	A	3 00	5 00	14	10	A—Free for 1,000 sq. ft.; \$1 per year for each additional 1,000.
Little Rock, Ark.	26,000			Company				5,600	Arkansas River	5 00	3 00	5 00	A	3 00	5 00			A—½c. per sq. yard.
Wheeling, W. Va.	32,000	75,000,000	3,500,000	City	750,000	55,000	30,000	Free	Ohio River	8 50	1 00	10 00	A	3 00	9 00	B	B	A—\$4 for 28 feet. B—No used.
Milwaukee, Wis.	160,000		15,000,000	City	2,500,000	210,000	99,000		Lake Michigan	6 00	3 00	10 00	2 50	3 00	6 00	A	A	A—20c. per 1,000 for first 200,000 gallons; less for greater quantities.
Cleveland, Ohio	225,000		15,000,000	City	3,500,000	300,000	76,000	Free	Lake Erie	5 00	2 50	12 50	A	2 50	6 25	B	B	A—Free up to 66 ft. front. B—12½c. per 1,000 gallons on first 375,000 gallons.
Camden, N. J.	43,000		3,322,000	City		69,612	24,290			5 00	3 00	9 00	3 00	3 00	6 00			
Savannah, Ga.	40,000	20,000,000	5,000,000	City	1,500,000	46,000	30,000	Free	Savannah River	A	A			A				A—House valued at \$1,500 pays \$9 for hydrant, bath and two water closets.
Grand Rapids, Mich.	42,000	52,000,000	1,700,000	City	465,000	30,000	16,000	Free	Creeks	7 00	3 00		2 00	4 00		25	12½	Water rate and taxes.
Lowell, Mass.	64,000		3,016,040	City	2,370,000	148,928	31,892	A	Merrimack River	6 00	3 00	10 00	3 00	4 00	10 00			A—Fire Department charge same as any consumer.
Charleston, S. C.	50,000	122,496,500	5,000,000	Company	500,000			A	Artesian wells	12 00	4 00	10 00	6 00	4 00	9 00	50	30	A—\$10,000 mains, \$1,000 ft. at 3 miles.
Providence, R. I.	117,500	13,800,000	4,083,373	City	4,905,299	302,968	50,615	A	Pawtuxet River	6 00	5 00		5 00	5 00		27	18	A—Fire Department charged \$30 each for 1,216 hydrants.
Lancaster, Pa.	31,000		4,500,000	City	500,000	47,000	13,000	Free	Conestoga River	6 00	3 00	5 00	A	3 00	5 00	10		A—Rate quoted is \$1. If month, would make \$6 for season of 6 months.
Minneapolis, Minn.	135,000	14,316,485	8,000,000	City	843,474	85,000		Free	Mississippi River	3 00	2 50	8 00	A	3 00	10 00	20	10	A—\$3 for 2,000 sq. feet. Rates, especially for families, considered by them lowest in U. S.

THERE is a gratifying revival of the lumber industry on the Columbia, brought about chiefly by the action of the Union Pacific. Believing the celebrated Douglass fir of this region better adapted to railroad use for ties and bridge timbers than the Eastern pine, that road has just made contracts with several of our largest mills for a constant supply. The estimated amount required for next year is 50,000,000 feet. The prestige which Oregon lumber will receive from its adoption by that company will naturally result in creating a more general demand in that portion of the country opened to it by railroads centreing here. Already this is shown by efforts of Denver parties to secure rates that will permit it to enter that market and compete with Eastern lumber on favorable terms. The Union Pacific is desirous of carrying Oregon lumber to the Salt Lake and Ogden markets in competition with California pine from Truckee brought over the Central Pacific, but there is difficulty in accomplishing this owing to the fact that the rate must be a combination one with the O. R. & N. Co., and that if the lumber goes from Pocatello to Ogden it must be reloaded upon narrow gauge cars, while if sent through without reloading it must be hauled clear to Granger, Wyo., and thence back to Ogden. Either method makes it more expensive than the haul from Truckee. It is to be hoped the difficulties will be overcome. The present benefit of the market opened by the Union Pacific goes to our larger mills, but even if they do not engage in this new business the smaller ones will soon profit by the relief from overproduction our home markets will soon experience.

WHY is it that efforts to manufacture sundry articles in the Northwest have so often proved fruitless, while similar goods imported from the East, of no better quality and no cheaper in price, meet with such ready sale? Several causes no doubt contribute to this result, but the most potent one is unquestionably a mistaken economy in the use of printer's ink. Certain goods are handled here in competition with the production of our own manufactures which cost the dealers more to place in their stores than the rival home products, and yet, because those articles have a reputation, they are able to sell them in competition with the others. No matter what intrinsic value an article may possess, if it have no reputation among consumers its sale will be slow and limited, and this reputation can only be gained by long, continuous, liberal and judicious advertising. It is worse than foolish to expect goods to force themselves forward by merit only. While one manufacturer struggles along on that principle, another with an inferior article well advertised captures the field. It is equally foolish to expect consumers to purchase goods simply because they are a home product, or to ask dealers to cease handling articles for which there is a brisk demand and substitute others with which their customers are unacquainted. Every man who undertakes to do business should have a better knowledge of human nature and the laws of trade than to expect anything of the kind. Our home products

must be advertised with all the freedom, and pushed upon the market with all the vigor, that experience shows were necessary to give to better known articles that widespread reputation among consumers which forces our dealers to handle them in preference to any other. This means printer's ink and plenty of it.

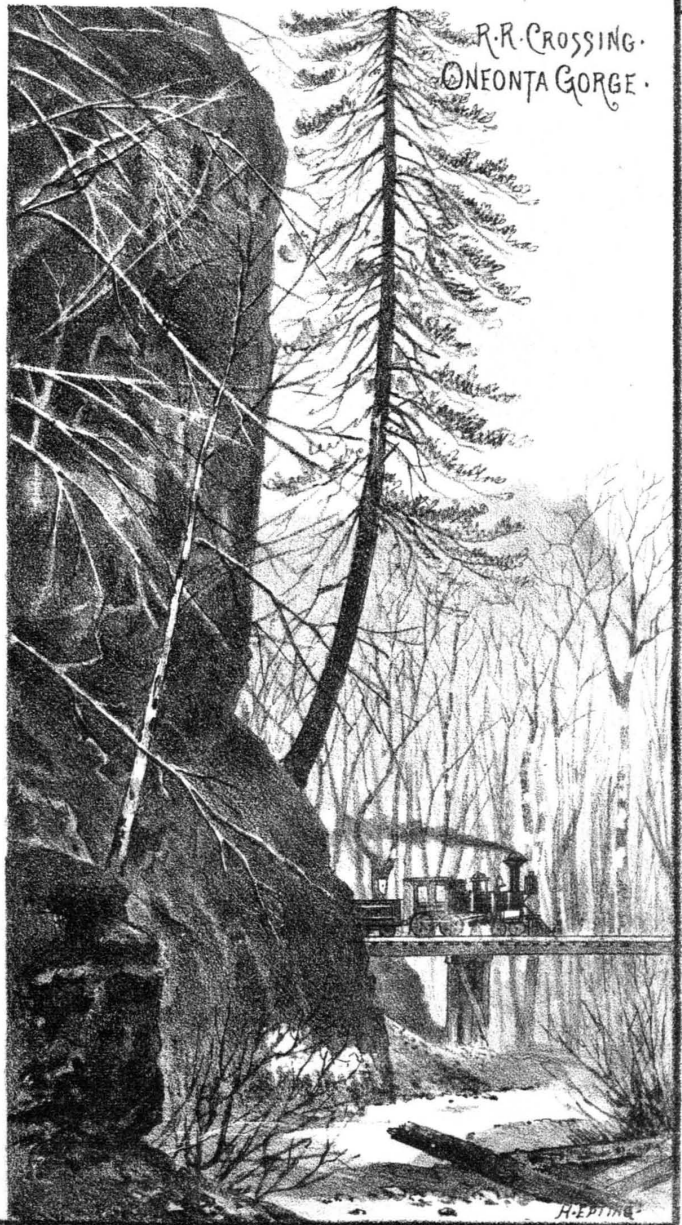
It is to be regretted that so few of our business men realize the great benefit Portland annually derives from the Mechanics' Fair, otherwise there would be more interest displayed, and a greater effort made to render it still more attractive and increase its capacity for good. Interviews with a number of retail dealers reveal the fact that during the exhibition just closed business increased from 300 to 500 per cent., and most of them report double the sales of the same period last year. There is no question but that the Fair stimulates trade in a wonderful degree and brings thousands of dollars into the city. This season the receipts of the association were larger than last year, and while this is no doubt largely due to the splendid weather which prevailed, greater effort on the part of the managers to make it a success and increased interest on the part of the people generally were important factors in achieving the result. The Fair is worthy the utmost encouragement of our business men and manufacturers, who could better afford to make annually a large cash donation than see its usefulness wane. They should also encourage the managers by frequent attendance. Such a display of interest and good will would be far more valuable as a support to the institution than the price they might pay for admittance, though the latter would perform an important mission. One who is so situated as to gaze into the faces of visitors night after night cannot but be impressed with the fact that our leading business men rarely honor the Pavilion with their presence. It certainly is shortsighted, and seems ungrateful, for them to thus neglect an institution from which they are receiving so great a benefit, and it can only be explained by assuming that they do not realize what the Fair is doing for them. If they gave it their hearty support and sought to make it representative of the whole State, as well as of Portland, the present large benefits might be increased a hundredfold. What ought to be done is to give the Fair a more public character and eliminate the feature of private gain which now contracts its sphere of usefulness. It should be converted into a mechanics' institute, managed by trustees, and its earnings, instead of going into the pockets of private individuals in the form of dividends, should be devoted to the advancement of science and the mechanical arts by the purchase of a library, the support of lectures, and, if possible, the maintenance of a school of mechanics. A number of the largest stockholders are willing to donate their stock in trust for this purpose, and possibly all might be induced to do so if the subject were properly canvassed. In this manner the annual exhibitions might be rendered doubly attractive, and the increased receipts be applied to the furtherance of the objects of the institute.

THE WEST SHORE.

CAPE HORN.



R.R. CROSSING.
ONEONTA GORGE.



BRIDAL VEIL FALL.

"WEST SHORE" 1174

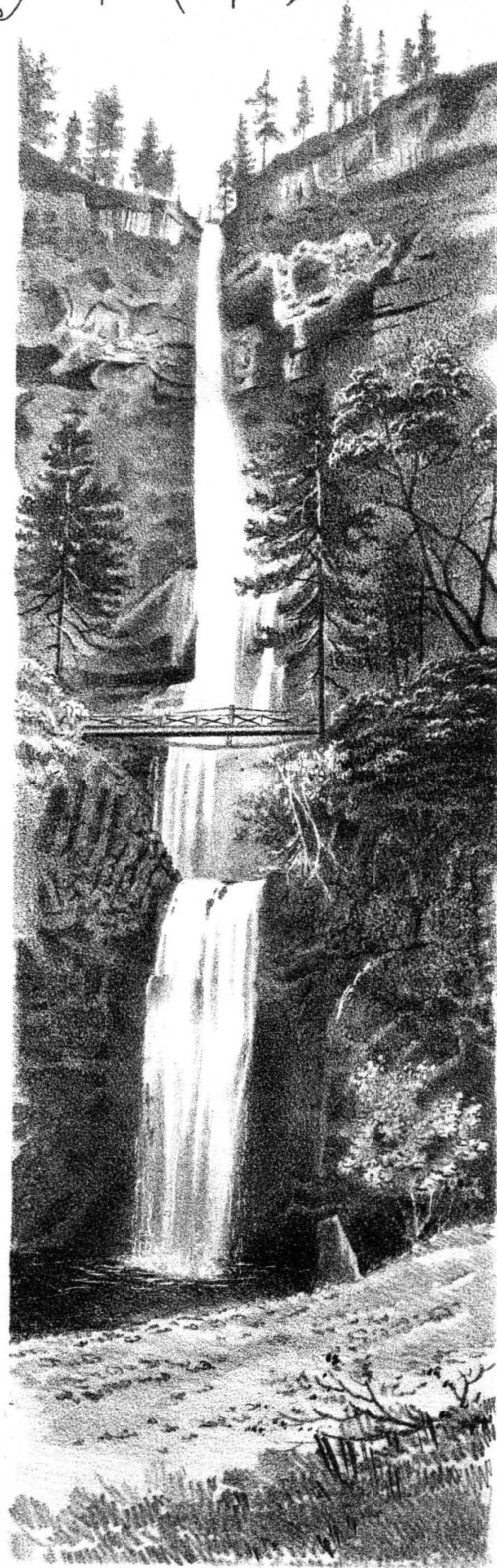
• COLUMBIA RIVER SCENERY •

THE WEST SHORE.

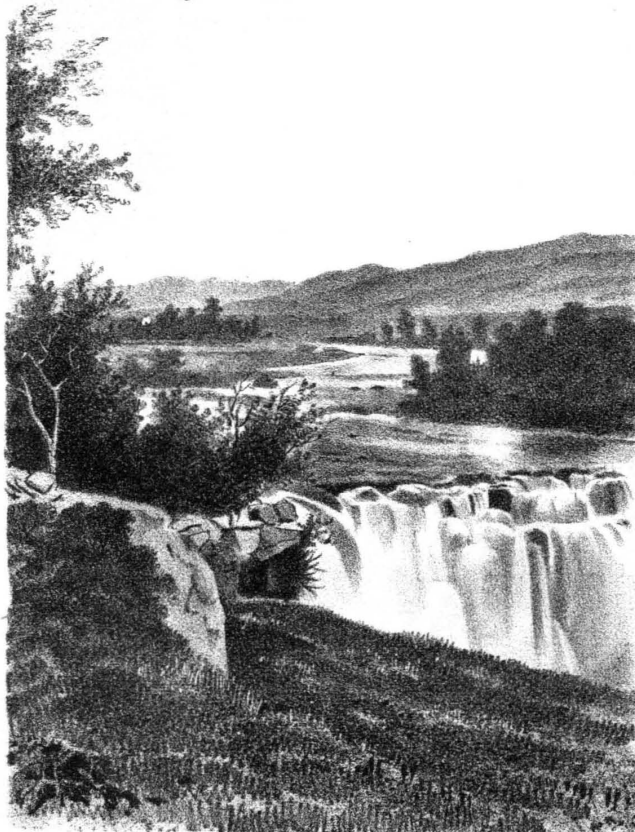
DESCHUTES RIVER FALLS.



MULTNOMAH FALLS.



WHITE RIVER FALLS.



WEST SHORE LITH.

OREGON SCENERY.

OLD AND NEW JAPAN.

NO III.

BY "Old Japan" is meant the Island Empire as we found it in 1853, with its stagnant, even fossilized civilization, which had changed but slightly for hundreds of years; with its divine Mikado of a lineage 3,000 years old; with its warrior chieftain and actual ruler, the Shogun; with numerous feudal princes (*Daimio*) and their hordes of two-sworded soldiers (*Samurai*) in possession of the provinces; with a vigorous general government and an oppressive feudal system that ground the people to powder beneath the heel of the ruling class and reduced them to abject slavery. Under such a system no social progress was possible. Caste ruled supreme, and the gulf between the classes it was almost impossible to cross. The ruling classes were the only educated ones, though reading, writing and other rudimentary branches were taught the children of the poor in the village schools. Of chances to rise in life there were none. A child could not aspire to do more than his father, his grandfather and his great-grandfather had done before him, or to occupy a higher position in society. "Like father, like son," was in its broadest sense the underlying principle of Japanese society. There was no encouragement for genius in any of the fields of science, mechanics, literature or art. Every one was content to travel in the same ruts his ancestors had made centuries before.

This fixed state of society continued for nineteen years after the visit of Commodore Perry, and it was not until 1872 that the spirit of resistance to innovations finally gave way completely before foreign pressure, and "New Japan" had its birth. It was my privilege to study the old system for nineteen years, and then for eleven years more to watch the development of the new life which had been infused into the Mikado's realm, and witness the marvelous transformation of customs and ideas which followed. Japan was like a living mummy, enveloped in its manifold wrappings of ancient custom, suddenly brought to the light of day. Ancient and modern civilization were brought face to face. Then, after a season, like a chrysalis, it burst its bonds and sprang into a new and more beautiful life. It is of this old and encrusted civilization and this sudden awakening into a new and progressive life of which I speak and with which I became familiar by years of intermingling with the people of all classes through both the old and new régime.

It was on the 17th of July, 1853, that Commodore Perry sailed out of Yedo Bay, with the intention of wintering in China and returning in the spring to receive the Mikado's reply to the letter of President Fillmore. As the fleet passed down the bay, the ships in tow of the steamers, the shore on either side was thronged with natives, while on the waters of the bay hundreds of boats darted hither and thither, all intently watching the marvel of four vessels cutting rapidly through the water without a sail being unfurled. As they passed the fort at Uragawa the garrison, which had before taken to their heels when they had supposed that enormous engine of

destruction, the *Mississippi's* smoke-stack, to be pointed at them with hostile intent, again scampered up the hill, but this time only for the purpose of obtaining a better view of the departing fleet. The receding landscape was beautiful, and above all objects the sacred Fuji-Yama stood out bold and commanding in the clear sunlight, true to its name, the "Peerless Mountain," the most beautiful object in all the landscapes of Japan.

Just off the entrance to the bay black clouds of smoke were rising from a low volcanic island, which had suddenly blazed up into the sky but a few nights before, lighting up the country for miles around. In the dim distance could be discerned the small island of Hatchijoa, used as a penal colony by the Government. To the eye all was beautiful on land and sea. It was impossible that these people could live in the midst of such scenes and not be impressed in a certain measure with their beauty and a desire to reproduce them. Their many works of art show this, and yet they lived, as it were, in the dim past, in the civilization of the ancients, unprogressive and unambitious. As we departed from the bay none realized in what manner and how quickly our desire for a moral and social resurrection of this people would be accomplished. It was at this time that several small islands lying just within the entrance were named in honor of our ships and some of the officers, and these titles they bear to the present day. The fleet separated, each vessel going to some designated port or engaging in the exploration of some portion of the coast or outlying islands. Commodore Perry returned in the *Mississippi* to the Loochoo (spelled *Riukiu* by the natives) Islands, to resume the negotiations begun there a few weeks before. Nappa, the most important harbor, was reached on the 25th of July.

The Loochoo Islands, over which Japan and China have been so long disputing, and which frequently fill so much space in the telegraphic columns of the press, are peopled by the same race as the islands of Japan, and are in reality a portion of that empire, though not bound to it by close political ties. Their position has always been a complicated one, compelling them to adopt the "Good Lord, Good Devil" policy. Being actually a feudal dependency of the ruler of Satsuma, the most southwestern of the main group of Japanese islands, they were exposed in times past to inroads by Chinese free-booters, and in order to pacify this powerful and unscrupulous neighbor, they yearly dispatched a secret embassy to Peking bearing tribute to the Chinese emperor. Of late years the Chinese Government has used this secret tribute as a foundation upon which to build a claim for complete domination of the islands, and this is the cause of the existing trouble between the "Pearly Emperor" of China and the "Son of Heaven" who presides over the destinies of Japan. Between the two the hapless Loochooans are kept in a constant state of turmoil.

No one expected the full opening of Japanese ports for several years to come, and therefore Commodore Perry had decided to establish on the Loochoo Islands a coaling station for steamers that were expected to be put

on the route from America to China. He little thought that long before such a line was established the Japanese ports would be open and a large trade in tea, silks, etc., already begun. As he had but a few days to spare he was not in a frame of mind to submit placidly to diplomatic circumlocution and the delays of evasive correspondence and Oriental ceremony. He immediately dispatched an officer to the authorities of Nappa, with a request for the grant of a tract of land upon which to establish a coal depot, which he would either rent or purchase, as they might elect, for the privilege of buying in open market such supplies as he might need, and that his men should be relieved of that close espionage while on shore to which they had formerly been subjected. These requests were referred to the Governor, who came with great haste from his castle at Shui and gave the Commodore and his officers a sumptuous entertainment in the town hall of Nappa. An effort was made by a profusion of hospitalities and much ceremonious show to divert the Commodore's mind from the main subject at issue, but without success. He demanded an answer to his requests, and finally, after many evasive replies had been given, a written answer was handed him. It was in Chinese, and when interpreted proved to be the customary assertion of the poverty and insignificance of the islands, rendering them and their trade valueless to foreign nations. It said that if the people were willing to sell what little they had to barter the Governor would interpose no objection; but as for granting a coaling station and having a line of steam vessels constantly calling there, it was not to be thought of for a moment, as it would be a source of endless trouble. It also stated that the officers who had followed the men so closely while on shore were not spies but guards, who had been appointed to protect them from harm and prevent them from wandering off into the jungle and becoming lost; but as their presence seemed to be distasteful they would be ordered to cease their attentions.

This reply was so unsatisfactory that Perry at once arose to terminate the interview, remarking that he would land his forces in the morning and take possession of the Governor's castle until such a time as they learned to treat foreigners with due courtesy and grant them the privileges customary among civilized nations. The Governor still demurred and complained that they had already been put to great loss and inconvenience by having surrendered one of their temples of worship for a hospital; that because they were weak and defenceless he oppressed them; and that he might as well cut off their heads at once and take possession of the whole country. In vain Perry urged that he desired to pay a fair price for everything he wanted, and expatiated upon the great benefit the islands would derive from trade and intercourse with the outside world. The Governor simply replied that the islands were but a mere speck in the ocean; that the people were poor, had nothing to trade, and desired only to be left alone; but that if he were determined to rob them they were powerless to resist. This doleful plaint was made just as the Commodore was de-

parting, and he stopped long enough to remark that he had not harmed them in the past and had no intention of doing so in the future; that he was willing to pay rent for the temple, although he well knew that it was the place customarily allotted to Chinese and Japanese visitors, and that he would visit the castle at noon the next day with an escort of marines.

This threat had the desired effect, for about ten o'clock the next morning a deputation came on board the flagship and announced that his Excellency the Governor had concluded to accede to the wishes of his august highness the Admiral, and would do all in his power to gratify and aid him. Accordingly a deed for twenty-five acres of ground was executed to the United States, and natives were set to work constructing coal sheds. A bazar was opened where Loochooan products and manufactures were sold to the officers and men, who soon came to be on quite friendly terms with the hitherto reserved natives. The coal sheds were completed in a few days, and the coaling station for American steamers was ready. Little did Perry think that thirteen years would elapse before there would be a line of American steamers plying in those waters, and that when such a line did come the coaling station would be a port in Yedo Bay, open to the trade of the whole world, and that this station he was having so much difficulty in establishing would be left alone in the ocean solitudes, far from the route of travel; and as little did those Loochooans think that in after years they would long in vain for those same advantages they were so earnestly striving to prevent Perry from thrusting upon them. But so it was, and so it is ever with our boasted wisdom and foresight.

The squadron took up winter quarters at Hongkong, Macao, Shanghai and other ports, having been increased by arrivals to ten vessels. In November, however, the movements of certain French and Russian men-of-war led the Commodore to fear that efforts were being made to forestall him in Japan, and he at once ordered the fleet to rendezvous at Loochoo, whither he immediately sailed. While waiting at Nappa for delayed vessels, he took occasion to explore the islands and become better acquainted with the natives and their manner of living. The officials and people were much more cordial and free in their intercourse with their visitors than they had formerly been, saluting them as friends on the street, and even the women in the markets sat quietly in their stalls and sold their eggs, fowls, vegetables and pork, instead of screaming and hiding at the sight of a bearded face, as they had done before. The Commodore was entertained at the castle and was greeted by the Governor as an old friend. The coal mine from which the station was to be supplied was explored and gave promise of yielding great quantities of a good quality of coal, an article upon which the natives, who used only wood and charcoal, placed but little value.

The products of the islands proved to be rice, sugar, sweet potatoes, barley, millet, wheat, cotton, tobacco, beans, peas, sago and various edible fruits and roots. Small black cattle, hogs, goats and horses were numerous.

Their game markets contained monkeys, hares, black partridges, sea swallows and pigeons, and of fish there was a bountiful supply of all kinds, from whitebait, crabs and lobsters up to shark and whale beef and blubber. Sugar mills, flour mills and granaries were familiar sights in the villages, and the country in general wore an aspect of comfort and plenty quite at variance with the doleful picture of poverty the Governor and his staff had portrayed to the Commodore. The Loochooans live in a simple manner, much after the patriarchal style of the ancients. They dress plainly, even poorly, according to the American standard. Their houses are small and by no means either neat or clean, but the occupants seem to be happy, as well they may be, since they are free from want, live comfortably without great labor, and, having no ambition to rise above their station in life, are not subject to the disappointments and discontentments so rife in our own country.

The population of Loochoo is estimated at 200,000. Their language and physique plainly indicate their unity of origin with the Japanese. Whence came the race which people these two groups of islands their most learned men are unable to tell, and our own archæologists are unable to trace any similarity of language between the Japanese and that of any other branch of the human family. Nor does native tradition or their annals, which reach back thousands of years, give any ground for assuming relationship between them and any other race.

The ancient religion of Japan and Loochoo is called *Shinto*, meaning "Godway." Buddhism is a modern importation from India and Japan. Anciently the Shintoists worshipped one god and rejected idols, but they have gradually drifted into idolatry and the worship of many gods. The Buddhists reject the worship of all gods, the founder of the sect in Japan, Shaka, teaching that it is vain to look for aid from them, but that man must work out his own salvation by a life of righteousness and self-contemplation, by which means he rises by transmigration from one state to another through successive forms of life until he finally gains paradise. On the contrary, a life of sin and immorality leads him downward from his present high form of existence through successively descending forms of brute creation, such as monkey, cat, dog, reptile, insect, etc., to the lowest form of creation. The people of both Japan and Loochoo have from the most ancient times proudly called their country *Shin-koku*, or "God-country," and when the Buddhists began proselyting in their midst they raised a great outcry against them, calling them heathens, atheists and idolaters. This was followed by great civil wars and the slaughter of thousands of people. One of the greatest factors in the success with which Christian missionaries have met is their preaching against the idolatry and heathenism of the Buddhists. It has won them the good will of the Shintoists even where it has failed to convince them of the superior beauties of Christianity.

The Loochooans display great reverence for the dead and care in their burial. The mourners march to the

grave arrayed in white robes, the women having their heads covered with caps of matted white cotton wool, and the men wearing hats of loosely plaited rushes, which are drawn over their faces and have barred windows in front through which to see. For a place of sepulchre a southern slope with a fine prospect is selected, and upon this are constructed tombs of strong masonry, covered with a white plaster almost as hard and smooth as marble. Within the vaults are an inner chamber with ledges upon which the burial casket is placed, and an outer court where the mourning relatives lay offerings of food and flowers and burn incense before the dead. Some of the larger cemeteries, reposing on the green hillsides and embowered in shade trees, have the appearance of cities, for which we mistook them when we first beheld them from the deck of the ship while yet some distance out to sea.

The fleet having all assembled at Nappa, orders were issued and the whole squadron set sail for Yedo Bay on the 1st of February, 1854, where they arrived on the 12th. The fleet that then cast anchor in the bay was the most powerful and imposing that had ever visited Japan, and it may well be imagined that it made such an impression upon the Shogun and his advisers that negotiations were at once resumed on a much more favorable footing than they had occupied when suspended by the Commodore's departure the previous July. JONATHAN GOBLE.

OREGON SCENERY.

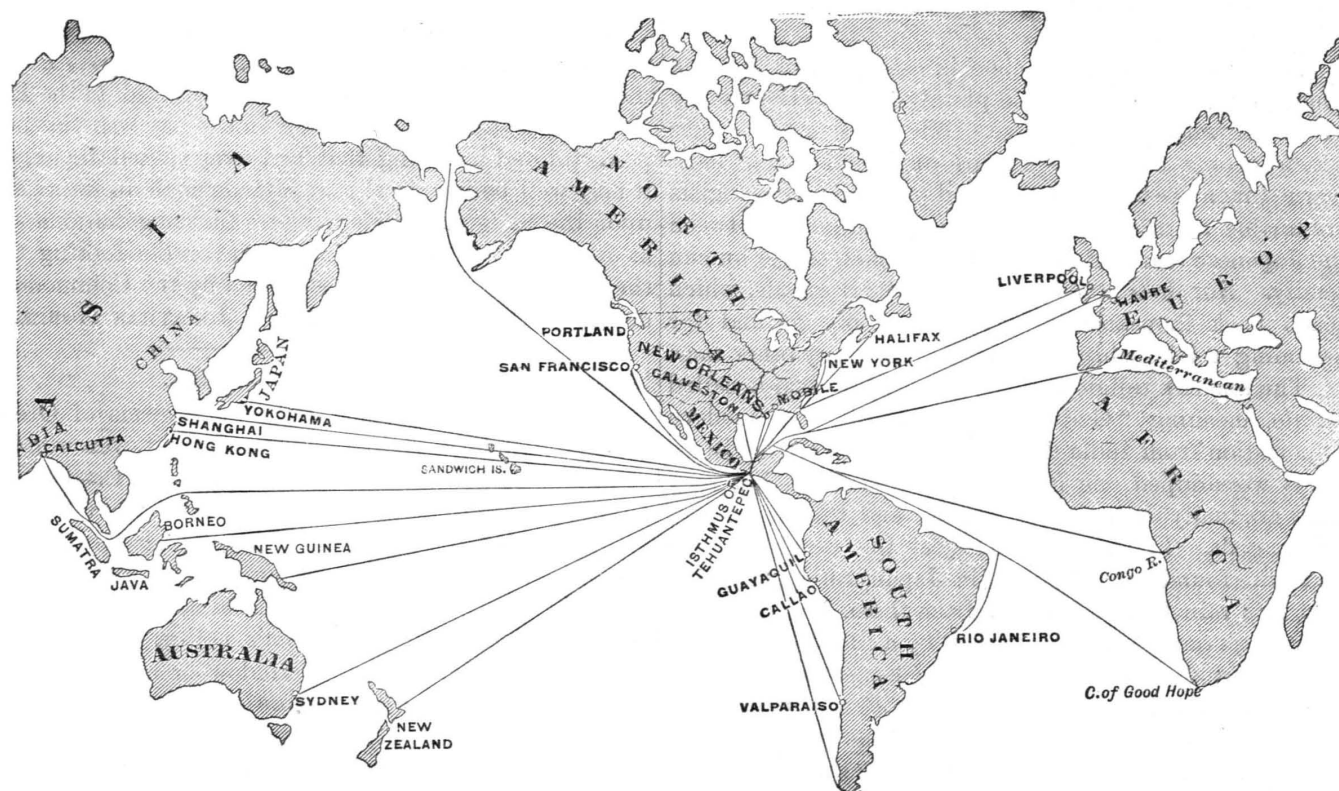
IT is unnecessary to speak in general terms of Oregon scenery, of the countless beauties, and even wonders, of Nature to be found in the Coast Range, Cascade and Blue mountains, and along the Columbia, Willamette, Umpqua and Rogue rivers and their hundreds of mountain and valley affluents. Many of the most charming and grand are remote from the usual routes of travel and seldom fall beneath the tourist's notice, yet enough of the best is seen from the car window or steamboat deck to fill the traveler with admiration. Especially is this true of the magnificent scenery of the Columbia, which has a reputation for beauty and grandeur equaled by few localities in the world. This scenery lies along the line of the O. R. & N. Co., which skirts the river bank for nearly two hundred miles, following the narrow gorge cut by the river in its passage of the Cascade Range. This month thirteen engravings of well known scenes are presented, nearly all of which are along the Columbia River. Among these the traveler cannot fail to recognize the beautiful Multnomah Falls, 800 feet high, which dashes down the face of the gorge almost upon the track, and before which every train stops fifteen minutes to enable passengers to pay it a brief visit. There are also such well known places as the Cascades, Cape Horn, Twin Rocks, Passage of the Dalles, Latourelle and Bridal Veil falls, and Oneonta Gorge. There are also Meacham Creek, near the summit of the Blue Mountains, and the falls of Mosier, Des Chutes and White rivers. Every overland traveler to Portland has an opportunity to view this magnificent Columbia River scenery.

THE EADS SHIP RAILWAY.

UNDOUBTEDLY the event most important to the Pacific Coast which is liable to occur within the next five years will be the opening of one of the several projected routes of inter-oceanic communication through Central America. Taking up a few only of the commercial reasons for this important work, attention is called, in the first place, to the fact that although the northern part of the continent has been crossed by six lines of railroad they cannot profitably transport many important bulky products. The cereals and the valuable woods of the Pacific Coast cannot reach European markets by these transcontinental routes; even the Panama Railroad, hardly fifty miles in length, cannot afford to do this work, so great is the expense of transshipment; in fact, the transcontinental railroads, over 3,000 miles in

relatively reduce the cost of transportation. The valuable and inexhaustible woods of the Pacific will find a ready market on both the Atlantic coasts if an all-water route can be obtained 8,000 miles shorter than by Cape Horn.

The Isthmian barrier obstructs and hampers the important commerce of the west coast of South America as well. The extensive and valuable products of Colombia, Chile and Peru must pass southward around Cape Horn on a circuitous route to New York or Liverpool. Again, in the interchange of manufactured goods for the raw materials of the Pacific coasts, Australasia and Polynesia, the manufacturers of our Atlantic Coast are debarred from these important markets by the same insurmountable obstacle. By the impetus given to the development of the far Pacific countries by the opening



ROUTES OF COMMERCE VIA TEHUANTEPEC.

length, can carry goods with less cost than can the Panama Railroad route. The cereals, nearly 1,200,000 tons per annum, will pursue their voyage of 16,000 miles, occupying from four to five months, to reach the market of the world at Liverpool. The importance to the Pacific Coast of shortening the distance for this commerce alone will be seen by the following facts. It costs only eight cents per day for labor to raise Indian wheat. England has expended, and is still expending, millions to irrigate that vast and populous country. She is extending the railroad system to its most remote districts in order to transport the wheat to the seaboard, and she then brings it to her ports by the shortened route of the Suez Canal. Still, with our admirable climate and fertile soil, we can compete successfully in the world's markets if we can shorten the route one-half, the time two months, and

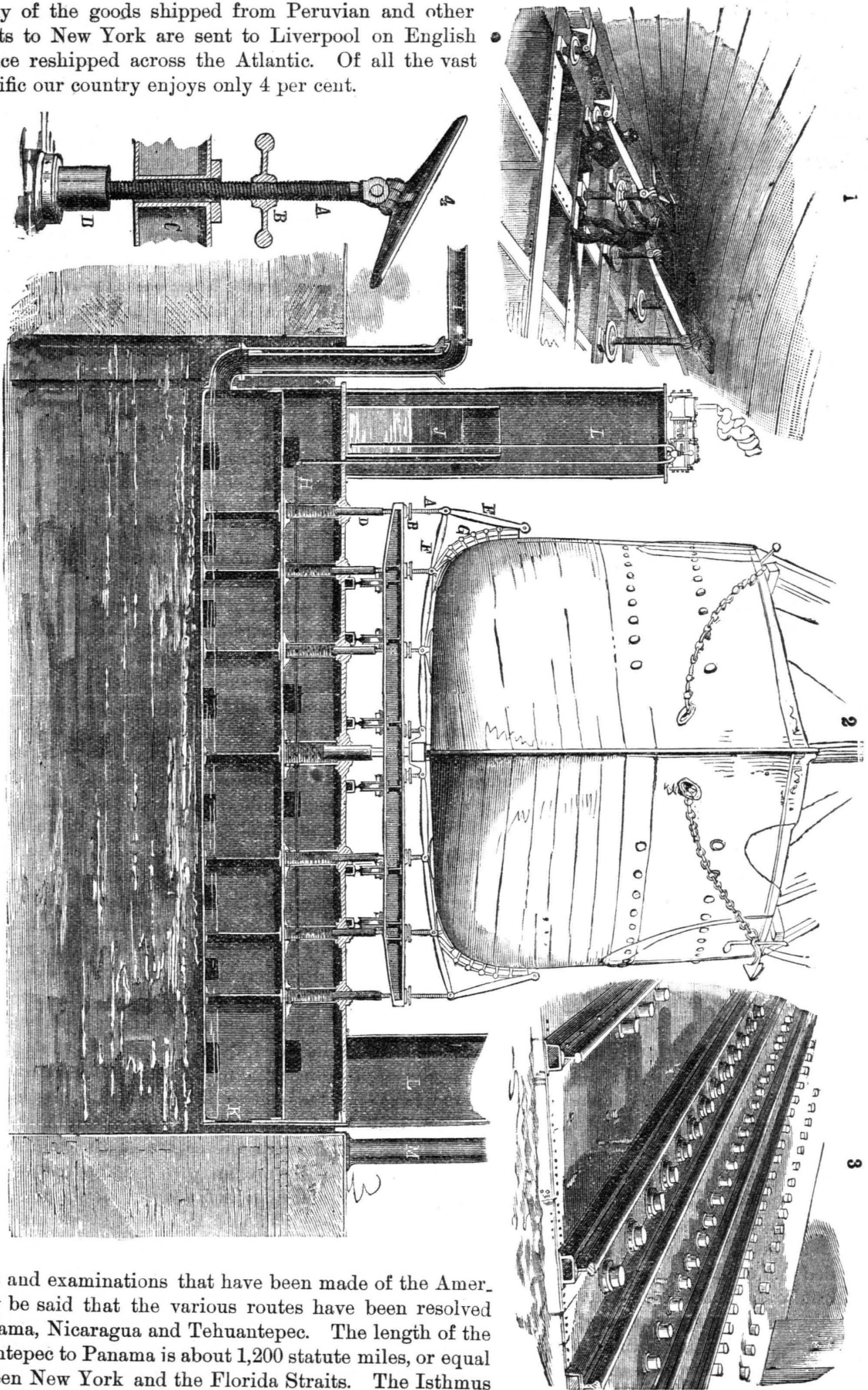
of the Suez Canal, their commerce has increased 150 per cent. in the last five years, and now amounts to nearly \$2,000,000,000 per annum. Australia alone has a railway system 6,000 miles in length and a foreign commerce of about \$400,000,000. She imports from us a small quantity of nearly all of our manufactured articles, which find their way to that country by many indirect and expensive routes, and generally in foreign ships. It is interesting to note the routes by which many products move. Of the tea shipped from Japan to New York about one-half (16,000,000 pounds) goes across the Pacific to San Francisco; is there put aboard the cars and hauled across the continent; the other half goes down the Asiatic coast, through the Indian Ocean, Suez Canal, the Mediterranean and across the Atlantic Ocean. On account of this inability to reach Pacific ports, and the absence of

our ships there, many of the goods shipped from Peruvian and other South American ports to New York are sent to Liverpool on English vessels, and are thence reshipped across the Atlantic. Of all the vast commerce of the Pacific our country enjoys only 4 per cent.

Forty-five millions of our people live east of the Rocky Mountains. Their products amount annually to the enormous total of over \$5,000,000,000 in value. Not being able to reach economically or promptly the countries that have need of these manufactured articles, but 2 per cent. of them are exported. Special attention is here called to the unfortunate position of the Mississippi Valley and its seaports on the Gulf; with only 800 miles between them and the Pacific, they cannot reach it except by a voyage around Cape Horn, which absolutely prevents the interchange of business. Our whole eastern and southern coast can send its products eastward, but to the westward is an impassable barrier, and westward are 600,000,000 people just now opening their rich treasures to civilization and commerce.

Without giving the detailed results

of the many surveys and examinations that have been made of the American Isthmus, it may be said that the various routes have been resolved into three—viz., Panama, Nicaragua and Tehuantepec. The length of the Isthmus from Tehuantepec to Panama is about 1,200 statute miles, or equal to the distance between New York and the Florida Straits. The Isthmus



DETAILS OF PONTOON AND CRADLE.—Fig. 1—Process of adjusting supports to a bearing on the plates of the cross girders. Fig. 2—A is the rod with the thread out in it; B, the adjusting nut; C, the girder; D, the ram. Fig. 3—A, side support; E & F, adjustable hinged girth; G, ram; H, towers for the pressure pumps; I, pipe through which water is withdrawn from pontoon; J, reservoir from which water is taken to force pressure to the rams. Fig. 4 shows a part of the pontoon with the rams and the lines of rams projecting above the deck.

varies in height and width, now rising to a great altitude and now sinking into low depressions. At Panama it is scarcely 50 miles wide; at another point, 31 miles; at Nicaragua, following the natural depression, 186 miles, and at Tehuantepec, 134 miles, between navigable waters. At the southern extremity of the Isthmus there exists a region of calms and baffling winds termed "Doldrums." This region is shunned by navigators of sailing vessels, who often run a thousand miles out of their course. The nautical conditions that exist at the northern part of the Isthmus near Tehuantepec are much different and much more favorable to sailing vessels. Lying nearly 10 deg. north of Panama, the climate at Tehuantepec is much more healthy and the heat less intense. In reference to the commercial advantage of this northern route, it needs no argument to prove that that route is the shortest, and, other things being equal, the best which lies nearest the axial line of productions, population and business, which approximately may be estimated to pass through Hong Kong, San Francisco, New York and Liverpool. The Tehuantepec route is shorter than the Panama by from 700 to 2,200 miles, depending upon the ports to be connected. In general, the advantages of this northern route are: Favorable winds, a healthy climate, great saving in distance, good harbors, and a location in a strong neighboring republic and not in an insurrectionary country with an unstable government.

The great importance to this country to possess a route advantageous to sailing vessels will be seen from the fact that there are sailing under the American flag 6,214 sailing vessels engaged in over-sea commerce, and only 422 steamships. We can build wooden sailing ships cheaper than any other nation; the cost is about \$50 per registered ton, whereas in England it is \$75; but England can build iron ships for \$55 per ton, whereas the cost in this country is \$75. The inter-oceanic route that would prohibit sailing vessels would drive our commerce from the seas. These facts all point to the Tehuantepec route as being the one most desirable for the United States, and especially the Pacific Coast. It will be interesting to study the means by which Captain James B. Eads proposes to utilize the route.

The ship railway involves no new principle, but the application on a large scale of the principles and appliances that are well known among scientific and practical men. The hauling of vessels and of boats overland is no new thing. It has been done in various countries and at different times in all parts of the civilized world, from 400 years before Christ, when the Athenians transported their immense triremes of about 150 tons weight over the Isthmus of Corinth, to this day, when large ships are hauled out of the water on marine railways, or lifted on hydraulic docks and then hauled ashore. Captain Eads simply utilizes for a great work what science has taught and developed during the last 2,300 years, inventing, however, many new mechanical appliances rendered necessary by the exigencies of the case.

A basin will be excavated to admit the vessels to the lifting dock, which will be made of steel plates with sub-

stantial bulkheads in each direction, and will be about 450 feet long, 75 feet wide, and from 12 to 15 feet deep, and capable of raising vessels of from 6,000 to 7,000 tons weight. It is arranged to float or sink in a basin, in which its vertical movement is guided. On each side of the basin there will be twenty or thirty iron rods arranged vertically and secured to the bottom of the basin. These rods will be capable of holding the pontoon so as to prevent it rising above the level of the railway when the ship and cradle have been taken from off it. The deck of the pontoon is laid with rails which will correspond exactly with those on the permanent land line when the pontoon is floated. When in this position a cradle on wheels, and capable of carrying the ship, is run on to the pontoon, which is then submerged by admitting water into it through sluice gates, which are regulated from the top of two quadrangular water-tight towers attached to the deck of the pontoon, and between which there is sufficient width for the cradle and the ship to pass. When the pontoon has been submerged to a sufficient depth for the bottom of the ship to clear the supports upon which it is intended she shall rest, the vessel is floated in from an adjacent basin and secured over the top of the carriage or traveling cradle. The pontoon is then pumped out by means of a powerful pump, and its deck rises up to a given height above the water, its further progress being stopped by the heads of the vertical rods before alluded to. The rails on the deck of the pontoon now range precisely with those on the land, and while the pontoon is in this position locomotives are backed up and attached to the traveling cradle, and it is started on its journey across the Isthmus. On reaching the end of the line the traveling cradle is run on another pontoon, which is submerged and the ship floated off into another basin on its way to its destination. It will be seen that the principle of raising and lowering the ship is broadly that adopted in the Victoria Docks, London, and elsewhere, subject, however, to certain important modifications.

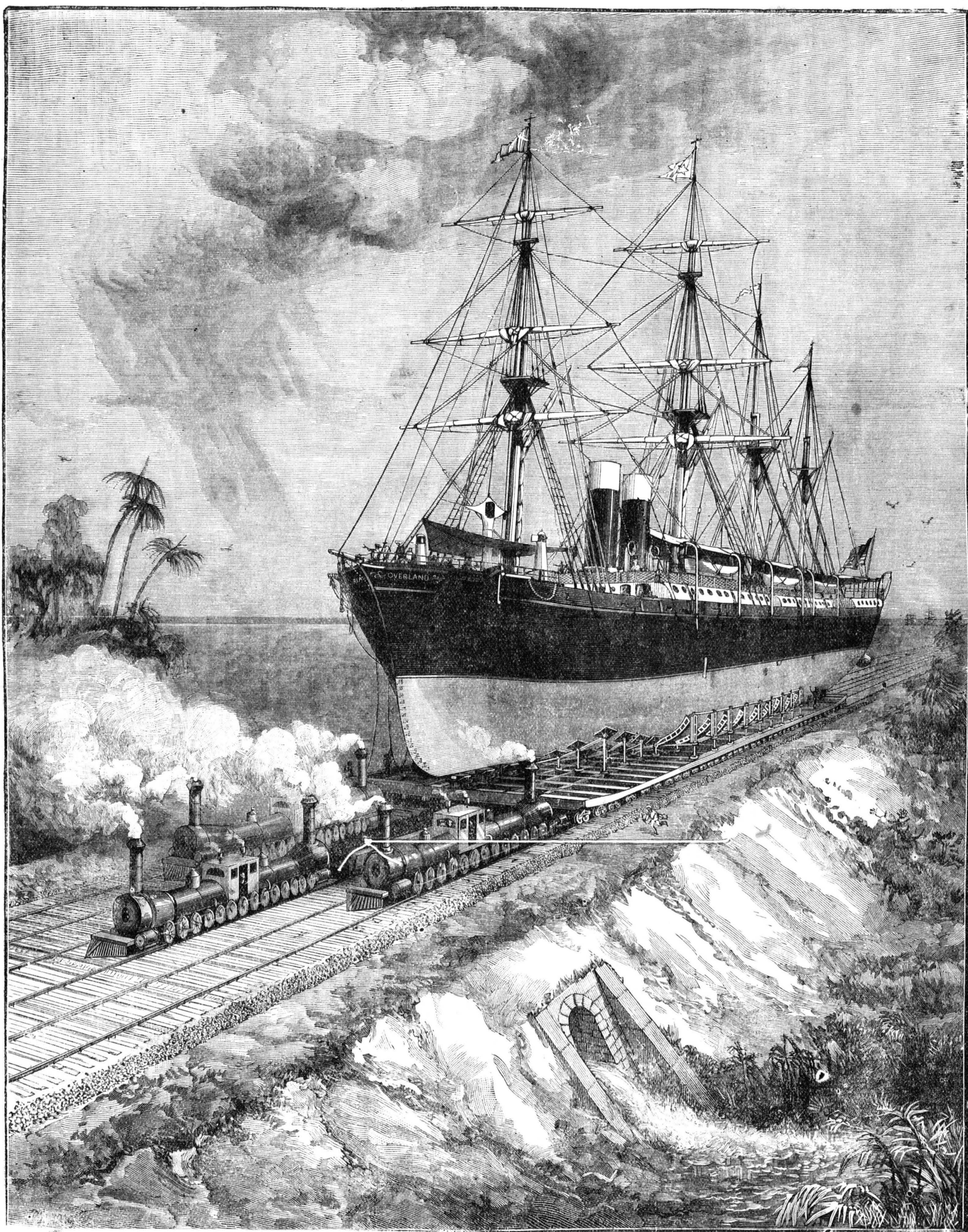
In order to make the ship railway practicable it is absolutely necessary that the weight of the ship should be evenly distributed over the wheels of the cradle, so as to limit the weight upon each wheel to that ordinarily imposed upon the driving wheels of locomotives of the present day. This is effected by placing in the deck of the pontoon throughout its length and breadth a number of hydraulic rams. One line of these rams extends through the centre of the pontoon longitudinally, and these are designed to support the keel at points six feet and nine inches apart throughout its whole length. On each side of this centre line there is arranged another shorter line of hydraulic rams, which are intended to support the bottom of the ship. On the outside of these lines are two other still shorter lines for supporting the bottom nearer to the bilges, while two other shorter lines outside these again support the bilges and sides of the vessel. There are, therefore, across the middle portion of the pontoon no fewer than seven lines of rams, while a little nearer to the bow and stern there are but five lines. Still nearer to the bow and stern there are but

three lines, and finally the central lines supporting the keel extend forward and aft of these side lines nearly the entire length of the deck. These rams are all connected together by a common system of pipes fitted with valves, by means of which they may be separated into certain groups. When the pontoon is sunk and the weight of the ship is on all these rams, if the entire system is connected together, it is evident that if there be more pressure on one ram than on another this pressure will be equal throughout the whole system. Mr. Eads' idea is that the ship will not be curved in the direction of her length unless the roadway gives way under her. A first class roadway is therefore indispensable, and this having been provided no superior longitudinal strength is required in the traveling cradle. But the weight has to be distributed over the six rails which constitute the track, the two outer ones of which are twenty-nine feet apart. To do this it is necessary that the traveling cradle shall be composed of strong transverse girders spaced six feet nine inches apart from centre to centre. If we suppose a 3,000-ton ship upon such a cradle, having thirty transverse girders spaced as above under the ship's bottom, the problem will be to cause each one of these girders to carry 100 tons, or, in other words, to transfer the excess of weight concentrated amidships to the ends of the cradle, where the vessel is lean and lacks weight. This problem is ingeniously solved in the following manner. When the traveling cradle is run on to the pontoon each of the central girders comes exactly over seven of the rams, while the end girders have only one ram under them, as the keel only is to be carried by these girders. By making the one ram equal in area to the aggregate area of the seven rams under each central girder, it follows that the single large ram will, with the same water pressure, lift as much as the seven together, and that if they all have a common pressure the one large one will lift no more and no less than the central seven. A few of the girders nearer to the bow and stern have only five rams under them, and these five have an aggregate area only equal to that of one of the large rams. Where the ship becomes narrower there are only three rams under each beam, the aggregate area of the three rams, however, being precisely equal to that of one of the single rams at the bow or stern, where only one support is available—namely, under the keel. Now, if all these rams with their diameters thus relatively adjusted be forced up with a gentle pressure against the ship while she is still floating, and the water valve admitting the pressure be locked until she is lifted up by the pontoon out of the water, it is evident that her weight will be evenly distributed throughout from stem to stern—that is, every six feet nine inches each ram, and each series of rams, will hold 100 tons weight.

We have now got the weight of the ship evenly borne by the pontoon, but as she has to be run off from this support on her cradle on to the railway, the next problem is to transfer her weight from the pontoon to the cradle, so as to obviate the necessity of carrying the hydraulic rams across the country under the ship. And here an-

other simple but very ingenious arrangement comes into operation. The heads of the rams do not come into direct contact with the girders or the ship, but over every ram is a vertical screw jack which passes up through the girder, and when pressure is applied by the ram the head of the jack is pushed up against the bottom of the ship. Each of the largest sized cradles will therefore be supplied with a number of screw jacks equal to the whole number of rams in the pontoon, the smaller cradles having a lesser number, and when any cradle is run on to the pontoon it is stopped and secured by a very simple looking arrangement, so that each one of the screws comes directly over a ram. The screw jack resembles nothing so much as an orchestral music stand, for it has a flat head, formed of steel plate, and which in practice would be about three feet square. This head plate is secured on the top of the screw by means of a toggle joint, which enables the plate to adjust itself to any angle presented by the ship's side, just as the book-rest on an invalid chair can be adjusted. In order to prevent damage to the ship from abrasion, the top of the plate is cushioned with rubber or canvas, so that it perfectly adjusts itself to the curvature of the vessel. The stem of each of these screw jacks is provided with an adjusting nut, which is run up against the upper end of the screw near the plate and when the rams are down these nuts stop the descent of the jack by their contact with the top side of the girder on which they will rest. When the ship is floated in over the cradle the heads of the screw jacks, with the nut beneath each, are all down resting on the platform of the cradle, with their stems hanging below in the water, directly over the rams. A small amount of water pressure put upon the rams raises all these screw jacks with their head plates pressed up against the bottom of the ship and throughout the entire length of her keel. This having been done, the valve admitting water to the rams is closed so that the water cannot escape, and the pontoon is then pumped dry and the ship raised out of the water, supported on the screw jacks, which in their turn are supported by the hydraulic system in the deck of the pontoon. In this position the nuts will be found to be at varying heights above the tops of the girders. The nuts are therefore screwed down with the undersides resting on the girders, which in effect constitute the platform of the cradle. The valves of the rams are now opened, and the pressure being relieved, the rams retire downwards and the weight of the ship is evenly and without alteration transferred to the platform of the cradle.

The cradle is mounted on about 360 wheels, each wheel being flanged on both sides. Each of the platform girders is supported by twelve strong spiral springs resting on the bearings of twelve of these wheels, and as each girder carries but 100 tons of the dead load, each spring transfers to a wheel eight and a half tons. Each spring requires twenty tons to close it, and has a range of five inches. When the rams are withdrawn the weight of the platform rests on these springs, and, of course, partially closes them, leaving still two and a half or three inches of play in each spring to allow the wheels to pass



THE EADS SHIP RAILWAY—A STEAMER IN TRANSIT.

over any inequality of the rails which may happen to exist. The wheels are hung independently—that is, each is separate from its fellows, having its axle protruding on each side sufficiently far to furnish a proper bearing. The breakage of any one wheel, therefore, would not affect any other wheel, and if even a dozen were to break, the great number that would be left would possess such an enormous surplus of strength, compared with the broken ones, that derailment may be considered as practically impossible.

The vessels will be hauled across the Isthmus by powerful locomotives. The engines, such as have been built recently by the Baldwin Locomotive Works for the Dom Pedro Railway in Brazil, would do the work. The company who built them guarantee that three such engines, weighing, ready for service, 224,000 pounds each, will haul the maximum sized vessel at the rate of fifteen miles an hour, if necessary, on grades up to twenty feet to the mile. The railway traverses a succession of valleys. In the hilly part of the Isthmus, in order to save heavy construction work, it is necessary to make abrupt changes of direction, as it would be impracticable to move a rigid carriage of such great length with a vessel upon it around a sharp curve. These changes of direction, five in number, are made by floating turn-tables. These are simply great pontoons or floating docks, which are placed in a segmental basin of masonry or concrete. When the vessel is drawn upon the pontoon the latter rests solidly upon the circular bearers in the bottom of the basin, stability being given to it by the weight of water in it. In order to turn the pontoon to the new direction required, the water is pumped out of it sufficiently to just raise it from the foundations on which it rests. It is then,

while floating, turned about a central pivot, although the weight does not rest upon the pivot, but entirely upon the water. When the pontoon is revolved so that the rails upon it coincide with the rails of the railway, in the new direction, the water is admitted to the pontoon and it rests again upon the circular bearers. The vessel is then hauled off the pontoon upon the railway. These turn-tables will be utilized for passing points, or sidings, so that while the railway is virtually a single track road, vessels may meet and pass each other. By laying radial tracks from these basins, vessels can be run out, as on marine railways, for cleaning, painting and repairing. About \$1,000 will thus be saved to the vessel over the cost of docking in ports.

The admissible lateral motion in the journals and on the treads of the wheels is sufficient to make a curve of twenty miles radius perfectly practicable. The curves laid down on the location of the railway are from twenty to fifty-three miles. By these curves advantage is taken of the general lines of the country and serious obstacles are avoided.

It is expected that the practicable speed will average eight or ten miles an hour, and it is intended to so construct the whole work, roadbed, rolling stock and other appliances as to make this speed perfectly safe. The whole distance is 134 miles, and it is estimated that eighteen or twenty hours is amply sufficient to transfer the vessel from one ocean to the other.

In laying out and constructing the roadbed, the possible future enlargement necessary for larger vessels, wider carriages and greater traffic will be provided for by building the foundations sufficiently wide to permit double tracking the railway. The docks at the termini can also be duplicated when

commerce demands it. The wheels and axles of the traveling cradle would be tested to carry twenty tons each, and the rails would be of ample section and strength to prevent injury from the weight of the passing load, even though thrice that weight were brought on them. The method of distributing the weight equally throughout the length of the cradle is believed to be so perfect that in ordinary practice and rapid handling of ships the wheels at one end of the car would rarely carry more than half a ton in excess of those at the other end. The hydraulic governors would enable the superintendent to know exactly how much more weight there was at one end of the cradle than at the other. The sizes of the traveling cradles would be varied in order to suit the different sized vessels. The largest cradles would be designed to carry a ship weighing 5,000 tons. Ships of that weight will include 90 per cent. of the present tonnage of the world, and the ship railway will be constructed to accommodate those as the maximum sized vessels. The single track is considered to be capable, with only the five turn-tables that are necessary to change the direction of the road in difficult parts of the line, to permit of ten or twelve ships starting from each end of the line to pass each other daily, and to accomplish the trip in from fifteen to eighteen hours without any difficulty. If these vessels averaged 1,500 tons each they would amount to at least one-quarter more than the Suez Canal is accommodating to-day.

There is a somewhat general notion that to take a ship loaded with cargo out of the water and place her on intermediate supports is to subject her to injurious strains. No greater fallacy was ever conceived, for there is no form of structure which is so subject to unequal, irregular and ever varying strains as a ship at sea, and consequently none in which such care has to be exercised in providing against them. Hence the risk of damage to vessels by straining during transport overland may at once be set aside as puerile, especially in the face of the ingenious arrangements made for equalizing their support.

The route of the railway is across the Republic of Mexico, west of the promontory of Yucatan. One terminus is on the Gulf of Mexico, the other on the Pacific. The railway begins twenty-five miles up the Coatzacoalcos River, at Minatitlan. Just inside the bar at the mouth of the river there is a deep and spacious anchorage. On the Gulf, on each side of the river mouth, rise steep sand dunes which, if well fortified, would not only be impregnable against a naval attack, but would also completely command the channel entrance. The river debouches into the Gulf over a bar sixteen feet deep, which can be easily increased to thirty feet by the jetty system.

The terminus of the railway on the Pacific is on Lake Superior, whose outlet to the ocean can also be deepened by the jetty system and can be easily defended. If Mexico and the United States should unite for the defence of the railway, the facilities for massing quickly at the Isthmus an army of 100,000 men are ready at hand

by means of the railroads from this country through Mexico. These facts make it evident that the Tehuantepec route is much more defensible than any other. Mexico and our own country are more vitally interested in controlling and holding the Isthmus transit-way than any and all other nations. Our 10,000 miles of Atlantic coast line and 10,000 miles on the Pacific are separated by a sailing distance equal to twice the diameter of the globe. The ship railway will furnish practically an all-water route scarcely 1,000 miles longer than the trans-continental railroads between New York and San Francisco.

Comparing routes and methods we are of opinion that it would take as long and cost as much to pass a vessel through the Panama Canal as over the ship railway, and that transport through the Nicaragua Canal would require four times as long, and cost at least four times as much. The economy of the ship railway also appears in the cost of construction. With regard to the cost of the ship railway complete, it is stated that, from the careful estimates based upon the surveys, the entire project, including harbors, docks, roadway and general plant and machinery for transporting vessels of 5,000 tons, gross weight, will be about \$75,000,000. The estimate of Major McFarland for the Nicaragua Canal is \$140,000,000, and Captain Bedford Pim, of the British Navy, places it at \$200,000,000. It is hard to estimate the cost of the Panama Canal except by proportion. That is, if 10 per cent. of the work has cost \$104,000,000 (the sum already expended on about one-tenth of the required work), what will 100 per cent. cost?

The Mexican Government has given very substantial evidence of its willingness to assist the ship railway. It has recently granted very advantageous amendments to the original concession. The more important of these modifications are as follows: First, a guarantee that one-third of the net revenue shall be \$1,250,000 per annum, any deficiency that may occur in any year to be paid in cash or Government bonds; this guarantee is to continue fifteen years. Second, 2,700,000 acres of public lands are granted. The guarantee is not to be in force until the ship railway is completed and a large ship, fully laden, shall have been safely transported from ocean to ocean.

The history and status of the ship railway project in reference to this Government are as follows: In the winter of 1881-82 a bill was presented to Congress asking the Government, on condition of successful completion and operation, to guarantee a revenue of \$3,000,000, or 6 per cent. on \$50,000,000 of the capital stock of the company. The amount is two-thirds of the estimated cost of the construction. The whole subject was carefully considered by committees of both houses of Congress, and very favorable reports were made by them. About this time a bill was introduced into Congress by the promoters of the Nicaragua Canal scheme. The two measures antagonized each other so completely that Congress failed to act upon either.

Mr. Eads, believing he saw in this want of action by

Congress a lack of sufficient interest in this country to take up the subject in earnest, went to England and there enlisted in the enterprise several prominent capitalists who were ready to consummate an agreement to construct the railway, when the negotiations were suddenly suspended by complications that arose in Mexico. While these were being satisfactorily adjusted the promoters of the Nicaragua Canal came before this Government with a treaty presented by the Executive looking to the construction of the canal by the Government itself. Interested in this scheme were a number of high officials of the Government, who gave it all their influence.

The Senate failed to ratify the treaty, but the discussions in the Senate and in the public press gave evidence of such an intense interest on the part of the people, not so much in the Nicaragua Canal as in the general subject of an Isthmian crossing, that it became very evident that this country must be interested commercially, financially and politically in any inter-oceanic crossing of whatever kind and wherever located. With this conviction the promoters of the ship railway, comprising some seventy or eighty capitalists and public-spirited citizens of the United States, intend to ask Congress at its next session to give the stockholders of the Ship Railway Company a guarantee for fifteen years that they shall receive dividends of 5 per cent. on \$50,000,000, with the condition that the guaranty shall not attach until after the railway is completed and in operation, and that any sum paid under the guaranty shall be repaid to the United States. The consideration which the company proposes to give for this guaranty is a reduction of 25 per cent. upon the tolls on all American coastwise commerce carried over the ship railway for thirty years. The Mexican Government agrees to guarantee 5 per cent. per annum upon \$25,000,000 on the same conditions, and agrees to give the company the right to obtain the guaranty asked of the United States from it or any other nation, or nations, and to give such guaranteeing nation a representation in the board of directors fully equal to that which Mexico reserves. It can scarcely be doubted that such a proposition can fail of acceptance by our Government.

If we can shorten the voyage 8,000 miles and the time one-half, lessen the cost of insurance and keep the grain out of its long sojourn in the tropics, a new era of prosperity will dawn at the Golden Gate and along the Columbia and Willamette. Our commercial organizations should memorialize Congress on the subject, and do it before final action is taken instead of afterwards, as on a former occasion.

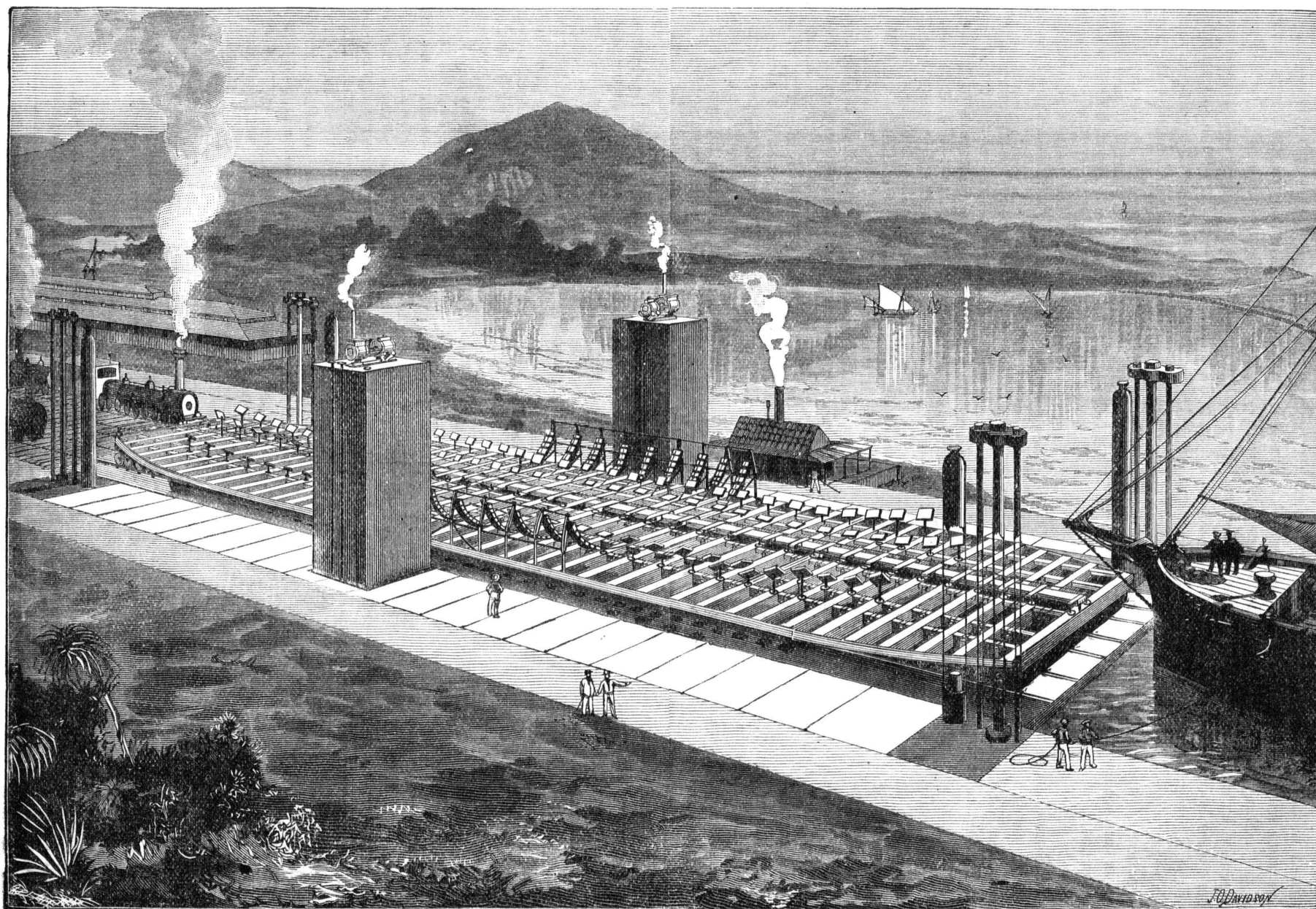
LEMONS FOR MALARIA.—Dr. Crudelli, of Rome, gives the following directions for preparing a remedy for malaria which may be worth trying, as it is said to have proved efficacious when quinine has given no relief: Cut up a lemon, peel and pulp, in thin slices, and boil it in a pint and a half of water until it is reduced to half a pint. Strain through a linen cloth, squeezing the remains of the boiled lemon, and set it aside until cold. The entire liquid is taken fasting.

FORESTS AND PRAIRIE.

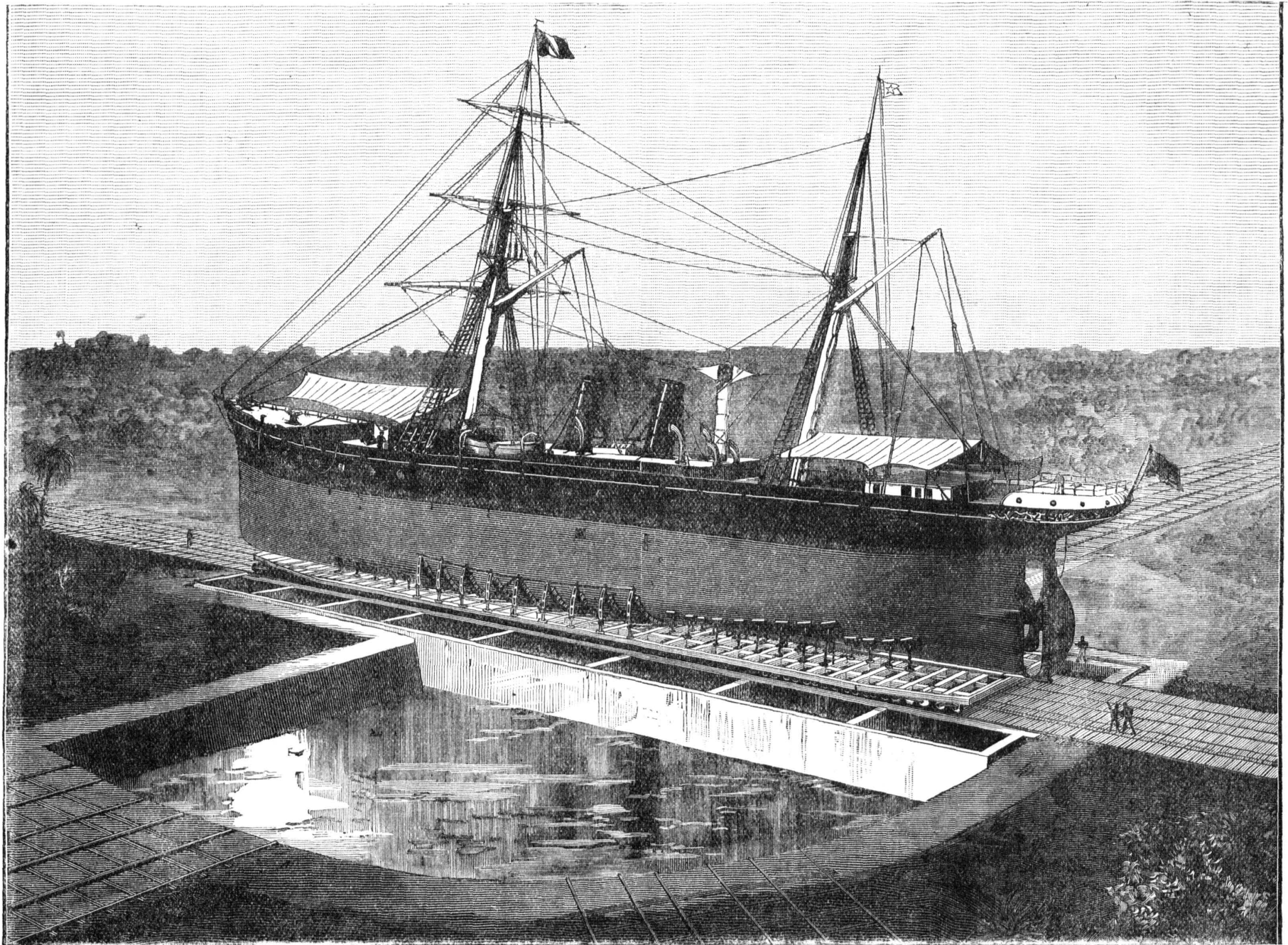
THE transition from the heavy forests of the eastern and central portions of the Atlantic region to the treeless plain is gradual. The change occurs within the prairie region. Here is the strip of debatable ground where a continuous struggle between the forest and the plain takes place. There is here sufficient precipitation of moisture to cause, under normal conditions, a growth of open forests, but so nicely balanced is the struggle that any interference quickly turns the scale. Trees planted within this prairie belt thrive if protected from fire and the encroachments of the tough prairie sod, and so extend the forest line westward; if the forest which fringes the eastern edge of the prairie is destroyed, it does not soon regain possession of the soil, and the prairie is gradually pushed eastward.

Other causes, however, than insufficient rainfall and a nicely balanced struggle between the forest and the plain have prevented the general growth of trees in the prairie region east of the ninety-fifth meridian. The rainfall in this region is sufficient to insure the growth of a very heavy forest. The rain falling upon the prairies of Minnesota, Wisconsin, Iowa, Illinois and Missouri equals in amount that enjoyed by the Michigan peninsula, and the whole region south of Lakes Erie and Ontario, while prairies exist within the region of the heaviest forest growth. It is not want of sufficient heat or of sufficient or equally distributed moisture which has checked the general spread of forest over these prairies. The soil of which the prairies are composed, as is shown by the fact that trees planted upon them will grow with vigor and rapidity, is not unsuited to tree growth. It is not perhaps improbable that the forests of the Atlantic region once extended continuously as far west as the ninety-fifth meridian, although circumstantial evidence of such a theory does not exist. It is, however, fair to assume that forests once existed in a region adapted by climate, rainfall and soil to produce forests, and that their absence under such conditions must be traced to accidental causes. It is not difficult to understand that forests once destroyed over such a vast area could not easily regain possession of the soil protected by an impenetrable covering of sod and subjected to the annual burnings which have occurred down to the present time; while the force of the wind, unchecked by any forest barrier, over such an area would, even without the aid of fires, have made the spread of trees slow and difficult. The assumption that these eastern prairies may have once been covered with forests is strengthened by the fact that since they have been devoted to agriculture, and the annual burnings have been stopped, trees which were formerly confined to the river bottoms have gradually crept to the uplands. The eastern portions of the prairies are fast losing their treeless character, and the forest protected from fire is gradually gaining in every direction; regions which fifty years ago were treeless outside the river bottoms now contain forests covering 10 or even 20 per cent. of their area.

These eastern, well-watered prairies must not, however, be confounded with their dry western rim adjoining the plains, the debatable ground between forest and plain, or with the plains themselves. There is no gradual, constant spread of forest growth upon the plains. They are treeless, on account of insufficient moisture to develop forest growth; and while trees may, perhaps, if planted, survive a few years beyond the western limits of the prairie, the permanent establishment of forests there does not seem practicable.—*Professor Sargent in United States Census on Forestry.*



THE EADS SHIP RAILWAY—THE LIFTING PONTON AND RAILWAY CRADLE.



THE EADS SHIP RAILWAY—THE FLOATING TURNTABLE.

MARY ABBOT'S TRYST.

I.

SOME years ago there sat one afternoon in the parlor of a Devon farmhouse a middle-aged man and a girl of about twenty, in earnest talk.

The walls of the room were low, and some heavy oak beams across the ceiling made it lower. The room looked comfortable, and though all the furniture had seen service, the woodwork shone with the polish of daily friction, and the chintz coverings of the sofa and chairs were spotlessly clean. A few prints in black frames hung on the walls, the open door of a corner cupboard showed that it was full of old china, and a long low glass was over the fireplace. A bowl filled with roses stood on the table—semi-single white roses with golden eyes, smelling so sweetly and looking so pure; roses of the past, for they are only to be seen now in a few old-fashioned country gardens.

The young girl, Mary Abbot, looked as fresh and as sweet as the roses did; a letter lay in her lap, and every now and then she nervously unfolded and folded it again, while she talked. There was a timid expression in her sweet face, but her low, broad forehead, square brows and well-formed mouth indicated latent strength of will.

Her companion sat by the open window, looking into the pretty little garden, gay just now with stocks and pansies and sweet-williams. He was frowning, and the expression on his sunburnt face showed that he differed from the girl.

"You are very headstrong, Mary," he said. She looked at him sweetly:

"I'm sorry I can't do as you wish, uncle. I made a promise to Willie, and I must keep it, whatever happens. Don't fear for me"—the color flew into her cheeks and a lovely light shone in her deep gray eyes—"I have such trust in him; why, the very feeling that I am going to meet him will keep me up in any trials that may happen on the way."

"And I say," her companion said doggedly, "what I said before. Somerfield ought not to expect you to go out to him. If he's as well off as he states, let him come and fetch you. You promised to go out to New York; he's a long way off New York now, and to my thinking this change of place frees you from any promise you may have made."

"Ah! but uncle, my promise was to go when he sent for me," she said simply.

"Well, there's no use in arguing. I'm thinking of all you'll have to go through; but that you can't even guess at. It's ignorance makes you brave, my dear; if you would but trust me—"

She interrupted him:

"It's no use talking, uncle; my mind is made up. I promise you I'll never leave dear Aunt Martha while she lives, and I hope she may be spared to us for some years yet; so you see there's no use in talking any more about it. I may not have to go to Willie for a long while."

"Well, I hope before the time comes he'll have tired of waiting," her uncle said to himself. He said to Mary:

"Has the doctor been to-day?"

"No, but I'm expecting him."

"He tells me he has a bad opinion of my poor sister's chance. Well, my dear, I must be going home. Think over what I've said; I'll look in to-morrow and hear what the doctor says."

He took his departure, and the young girl went up stairs to her patient. She felt very sad. Her position was a painful one. She wished to keep her aunt, and yet she longed to be with her lover.

More than a year ago Mary Abbot's promised husband, the son of a neighboring farmer, had found himself unable to settle down to an agricultural life, and had gone to seek his fortune in America. He went, against the wish of his sweetheart and the advice of his friends; but his father, seeing how unsettled his son was, and how bent he was on going, at last consented, and gave him money for his passage, and promised to send out sufficient funds for a short stay in the United States. His idea was that his son would soon grow discontented, and come back cured of his roving fancies and willing to stay at home.

At first the young man's letters praised everything he saw, but gave little hope that he would earn his own living. His father said, "Willie will be home before six months are out."

But by the time the six months ended Somerfield's letters had gradually changed. He wrote that his luck had taken a turn; he had left New York and had gone into partnership with several friends of his. At the year's end he wrote:

"We are doing a roaring trade; in fact, we are making money as fast as it can be made. In a few years I shall be a rich man."

But he made no answer to his father's question as to the nature of the business he was engaged in.

To Mary Abbot he wrote about his success in the same effusive style:

"I am looking forward," he wrote, "to having my dear little wife soon in the comfortable home I have got for her."

In this last letter, which had created the dispute between Mary and her uncle, he urged her more strongly.

"I wish, my darling," the letter said, "that you would come to me at once. I am quite ready for you, but I know you won't leave your aunt while she lives. Perhaps it is wiser not to do so. Don't misunderstand me, my dear, when I say, remembering how delicate and ailing your aunt is, I feel the happy time can't be far off when I shall hold my darling Mary in my arms again. No disrespect to the old lady, be sure of that, far from it, but in course of nature it must be as I say. I hope my Mary will come to me the moment she is free. She can not come too soon for her loving and devoted Willie."

That part of the letter relating to her aunt had given the girl much pain; it seemed to her "cruel and unfeeling when he knows how dearly I love aunt;" and then her love found an excuse for him. "It is his love for me," she thought, "his wish to see me that makes him selfish. I cannot expect him to love dear aunt as I do, and indeed"—she sighed as she remembered—"she was never very kind to poor Willie."

Ten days after the talk between Mary Abbot and her uncle, Aunt Martha died. On her will being read it was found that, with the exception of a few trifling legacies to her brother John and to others, she had left her savings to her "dear niece, Mary Abbot, who had been as a daughter to her." She left her also some silver plate, and her furniture, and other effects. The sum of money left was nearly three hundred pounds.

Mary wrote to her lover a few days after her aunt's loss. She was very full of grief.

"Now my dearest aunt is gone I am very desolate. I have only you to care for me."

As soon as the will had been read she wrote again to tell her lover of her good fortune. She asked his advice about it. The first sorrow for her aunt was over, and her letter was full of love. She told Somerfield she was ready to go to him if he wished it, and to follow his advice in all things. Her cheeks glowed and her sweet eyes had grown liquid as she wrote.

This letter had only been gone a fortnight, when she received her lover's answer to the announcement of her aunt's death. After a few words of condolence he wrote: "Now, my darling, you will fly to me as soon as you have settled your affairs. I am transported with delight at the idea of seeing you. I feel sure that your aunt has left you all she had. Send me particulars forthwith, and I will then tell you what to do. Things are different over here, gold is more useful than bank notes, and any other property should, without loss of time, be turned into cash."

Mary put down the letter; she felt disgusted; it seemed to her that Willie showed too much keenness after money; but her love soon excused him, and she went on reading the loving words which ended the letter.

"He's in business now," she thought, "and I believe business men get to think that making money and investing it is the one aim of life. It is no wonder that companionship with men of that sort has made my darling more worldly. Never mind, he'll soon get all right again when he has me with him." Her cheeks flushed with delight at the thought of the happy life that lay before her.

Somerfield answered her second letter by next mail. He congratulated her on her good luck, which he said was better than he had expected. "You have got quite a nice little nest-egg," he said, "I hadn't a notion the old lady was so warm. Turn everything into cash," he went on, "and bring it over here, as much as you can in gold. You had best carry it in a small bag, which you must not lose sight of. I am longing to see you, my dear, and I should like you to start by the next steamer from Liverpool. Write and tell me the name of the vessel as soon as you have taken your passage. I shall be waiting for you in New York, and as soon as we are married I will take you to the dear little home I have ready for you, my own Mary. I hope you will be pleased with it, darling. How proud I shall be to see you in it, my own dear little wife."

This part of the letter touched the girl so strongly that she was not disposed to find fault with the beginning. Somerfield ended by repeating his instructions about the money. "You must not listen to the lawyer chap or to anybody. I am on the spot, and I must know best how you should manage."

Mary, however, found herself obliged to consult "the lawyer chap" of the neighboring town. She was of age, and the money had been left entirely to her; there was no one who could interfere with her disposal of it. The farm stock and furniture were disposed of, and by the time all was settled Mary found that she possessed nearly four hundred pounds.

Her uncle had renewed his opposition to her departure, but Mary would not listen to him. The lawyer disapproved her plan of taking out her little fortune to the States, and suggested a safe plan of investment; but Mary shook her head.

"I am bound to follow out Mr. Somerfield's advice," she said; "he must have good reasons for giving it."

The lawyer smiled; but he was wiser than Uncle

John. He gave her his opinion, and then seeing that she had made up her mind, he said no more.

"There's no more use in arguing with a girl in love than there would be in trying to get milk out of a flint," he said to himself.

Mary's preparations were soon completed, and when she had written to tell her lover the name of the steamer and the date fixed for starting, she said farewell to her friends, and set off for Liverpool.

II.

The voyage passed pleasantly. Mary proved herself an excellent sailor, and greatly enjoyed her sea experience.

She found, too, a pleasant friend in the captain of the steamer, who was by good luck a Devon man, and to whose care her uncle had especially commended her—for Uncle John had relented, and proving himself better in deed than in word, had gone with her to Liverpool, and seen her safe on board.

The girl's good looks, her sweet ways and unprotected position, made the captain take a great interest in her. He was double her age, and though at first Mary was shy and reticent, she soon began to feel confidence in him, and one day she told him her story yet more fully than her uncle had done.

The captain shook his head, and he looked grave. He did not like her lover's plan of taking her at once from New York into the interior.

"My dear young lady," he said, "you must excuse my plain speaking, but I don't like Mr. Somerfield's plan. I have heard no good of that part of the country; 'tis a wild, uncivilized part, by no means fit for a delicate young woman; 'tis only fit for men who are out seeking their fortunes, and who don't mind rough living."

"Ah! but, sir," she answered quickly, "you forget that I shall be well taken care of, and that I have a dear little home waiting for me."

The captain shrugged his shoulders.

"That all looks pretty on paper, my dear—excuse the liberty of calling you so—and I don't doubt it from that point; but I've heard several queer stories from those parts, and I fancy those that go there are not to be envied."

"I'm sure Mr. Somerfield would not want to take me where I shall not be comfortable and happy." Mary tossed her pretty head. "I don't doubt it from that point; but I've heard several queer stories from those parts, and I fancy those that go there are not to be envied."

"So long as he's with you. I understand," the captain laughed. "Quite right and proper, no doubt; still human nature is human nature, and we mustn't put too big a strain on it."

Mary pressed her lips closely and shook her head:

"I'm not afraid, sir. I'm not so delicate as I look, and I've done plenty of work in my time, and if needful, why I can do it again."

The captain's eyes were full of deep admiration, as he answered: "That I'd take my oath on, my dear girl. It's you delicate ones that have the pluck; you'll go till you drop. I know, bless you; but, all the same, a man oughtn't to put it on you to rough it."

At this she pouted a little, and turned away from her kind friend. She thought he meant well, but, "Well, he presumes on my confidence; I've been too open perhaps." Then she sighed softly to herself. "Bother the men, they are all alike. Talk of women being spiteful, indeed; I'm sure men have been horribly mean about my Willie. Well, the best excuse for this one is that he's never seen him, so how can he judge?"

By the time she had taken two turns up and down, the captain was beside her again.

"Beg pardon, Miss Abbot," he said, but we shall soon be in sight of the harbor, and I want to talk to you about that precious bag."

By her uncle's advice Mary had given her treasure into the captain's charge, and he had told her it was safe in his cabin.

"Keep it, captain," she said, "till you give it up to Mr. Somerfield along with me."

He smiled. "I like to see your confidence, but still things happen which no one can guard against—something might delay your friend a day or so," then, as he saw her sweet face sadden at his words, he added, "although I don't doubt but what he's in New York waiting for you by this time. Still it may not be so, especially as our passage has been a short one."

"Well?" Mary said.

"I'm coming to that," the captain was amused by her impatience, "it's just possible you'll have to stay at an hotel till he arrives, and in that case I advise you to take out, before we land, some money for expenses, and I'll give the bag in charge of the landlord where you lodge."

"I know Willie will be waiting for me," Mary said, but she saw the reasonableness of this advice, and, after a few more words, she went with the captain to his cabin and took out a sufficient sum to provide for several days' stay in New York. She did this in simple obedience. "But I'm sure I shan't want it," she said. It seemed to her impossible that her Willie could fail to keep his tryst.

Very early next morning, before the passengers had left their berths, Mary learned that they were in the harbor. It seemed to her as if she were in a dream. She got up and dressed herself mechanically. She could not touch her breakfast. It did not matter to her what the captain had said. She knew that she should see Willie waiting for her.

The captain felt a pressure on his arm as he stood saying "Good-bye" to his passengers. Mary was beside him, her soft eyes filled with happy light, while a flower-like color dyed each cheek. There was no need to tell the captain what she saw, but following the direction of her eyes, he singled out of the crowd on shore, around the gangway, a tall young fellow waving his hat, and thus showing a handsome head covered with rich red chestnut curls. The eyes looked red, too, but they were smiling till they narrowed to a line between the young man's black eyelashes.

"I see him," the captain said. "Anyway," he thought, "he's a fine-looking chap enough, though a bit devil-may-careish, and there's no mistake that he's glad to see her. All right, my dear girl, keep close to me, and in a few minutes your sweetheart can come aboard."

Mary stood quietly beside the captain, but her pulses were leaping with excitement, though it seemed still to her that it was all a dream, and that when her lover, who looked to her more beautiful than ever, came on board, she should waken suddenly to find herself still expecting him.

III.

The bright promise of the morning had faded into a gloomy afternoon, when the train, after a long interval, once more stops, and her lover hands Mary out of it. As the girl looks around her, she thinks this is surely the wildest, most lonely place she has ever seen. It looks like a vast clearing made for this out-of-the-world station; tree stumps show here and there on the waste, and in front is a dark horizon of forest. Behind lies the lofty ridge of hills out of which the train has emerged, and on the right is another hill with a tunnel below, towards which the train they have quitted is already on its way.

Hours have passed since Mary said "Good-bye" to her friend the captain, and yet she feels still as if she

were dreaming. She walks on beside her lover. The road is so rough that she fancies it can only be half made, and she stumbles more than once over stones or huge lumps of earth. She looks up at her tall, handsome lover. Surely she ought to feel very happy—her longing wish is fulfilled—and yet she cannot shake off the disappointment he has caused her. His letter had said they were to be married as soon as she landed, and that he would then take her to the home he had made for her in the wild country he now lived in; but after his first rapturous greeting, as soon as he found himself alone with her, Somerfield told her that his plans were altered, and that he had settled to go on without delay to a station near the house of a friend of his, an old woman, who would care for Mary as if the girl were her own child.

"Your luggage can be sent off after us, and when it arrives and my darling is rested from her fatigue," he said, "we will take another railway journey to Onona and get married."

This had been said so lovingly that, although Mary protested, she felt herself to be ungracious. Somerfield gave her no time to reflect in. In a few minutes she was driven off to a railway station with only her small bag of necessities and the precious treasure bag which the captain had handed to her lover.

During the journey Mary thinks her companion has grown very grave; but then he has been absorbed in listening to the story of her aunt's illness and to the account of her voyage; and, indeed, in the delight of his presence she takes little notice of his manner.

As they now walk side by side, the dream-like expectancy is so strongly on Mary's nerves that she feels as if she must cry out or take some other decided way of banishing it. She stumbles again and would have fallen, but Somerfield catches her. The oath he utters makes her shudder, and she draws away from his supporting arm.

This is not the first from him that she has heard, and she remembers sadly that swearing was not a habit of Willie's in the old days.

"If I had only come to him sooner!" She wishes she were his wife, this would give her a right to remonstrate; but surely, even as it is, she ought not to let him suppose that she is willing to tolerate such words.

"Are the men very rough you go among, dear?" she says timidly.

It is now a gloomy evening, the sun has nearly set, and they are just entering the wood they have so long seen in front of them. It is yet darker here, and although she cannot see her lover's face distinctly, he turns his head away from his companion.

She feels sure she has vexed him, and now that she rouses herself to think, she sees that he must have been vexed for some time past, and that is why he has been so silent as they have walked along.

She cannot tell how it has happened, but she must make it up at once. She clasps both hands round his arm, and looks up at him lovingly; but he keeps his face turned away from her.

"Please don't be angry with me, darling," she says softly, "I never heard you speak so before, and it—it—frightened me."

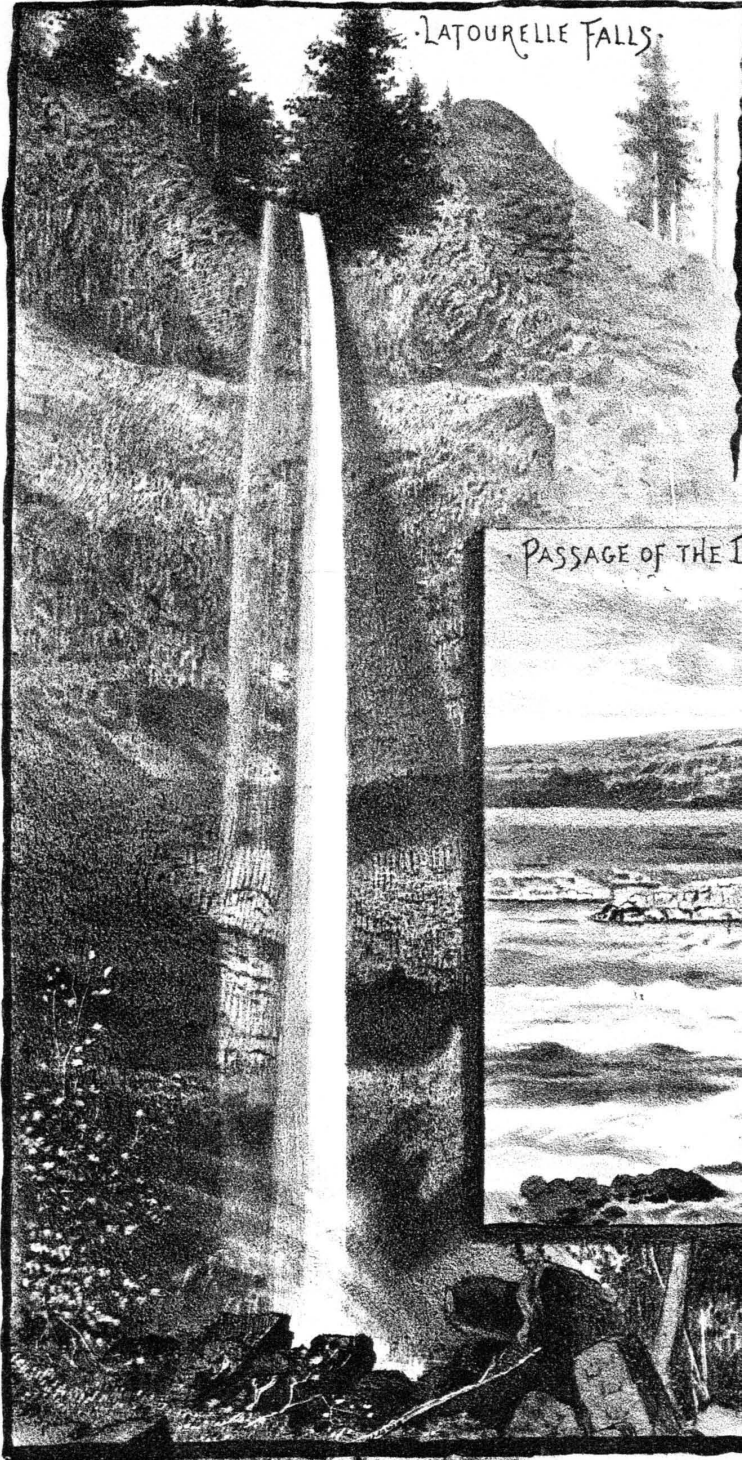
"Did it?" he says gruffly, and there is another pause of silence.

It has now grown so dark that Mary is glad to take her lover's arm. The path feels smoother under foot, and this gives her hope that they are approaching a more civilized part, for she has not seen so much as a cabin since they left the station.

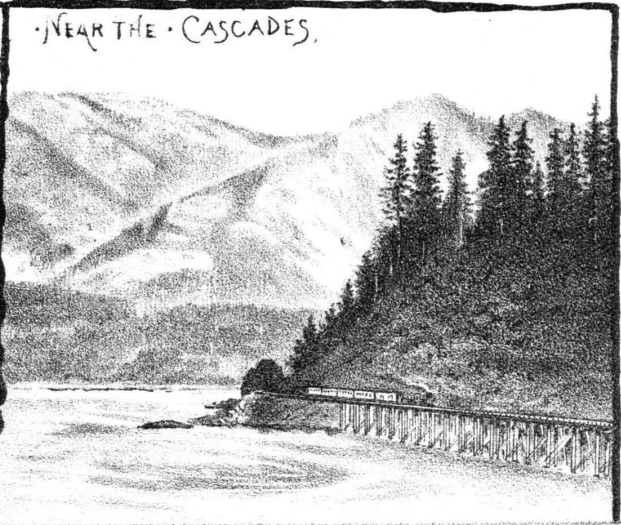
The only sound since they entered the wood has been the snap of a dry twig under foot or a rustling among the

THE WEST SHORE.

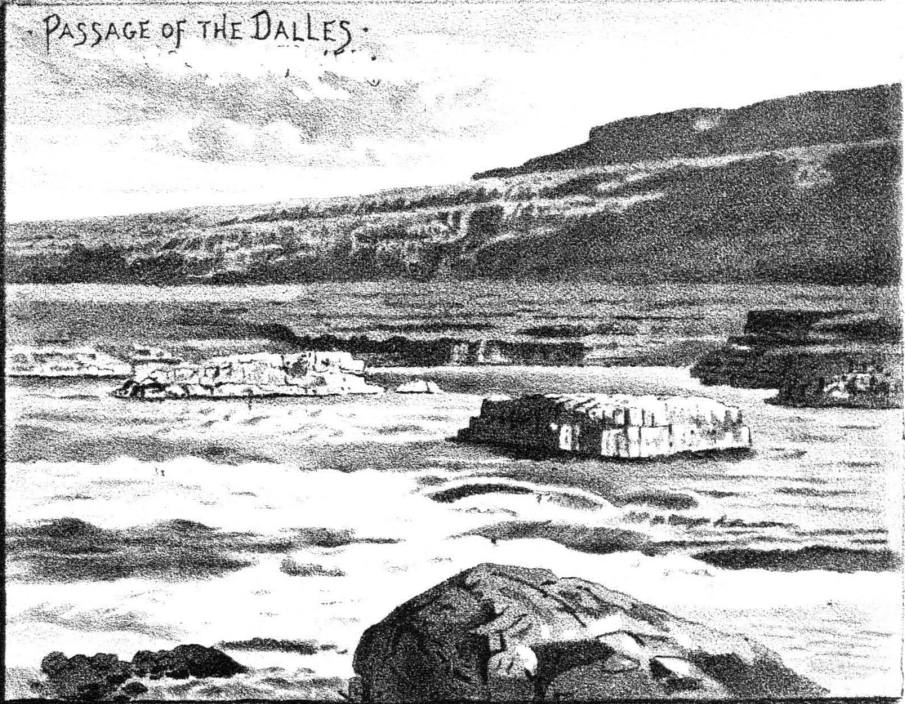
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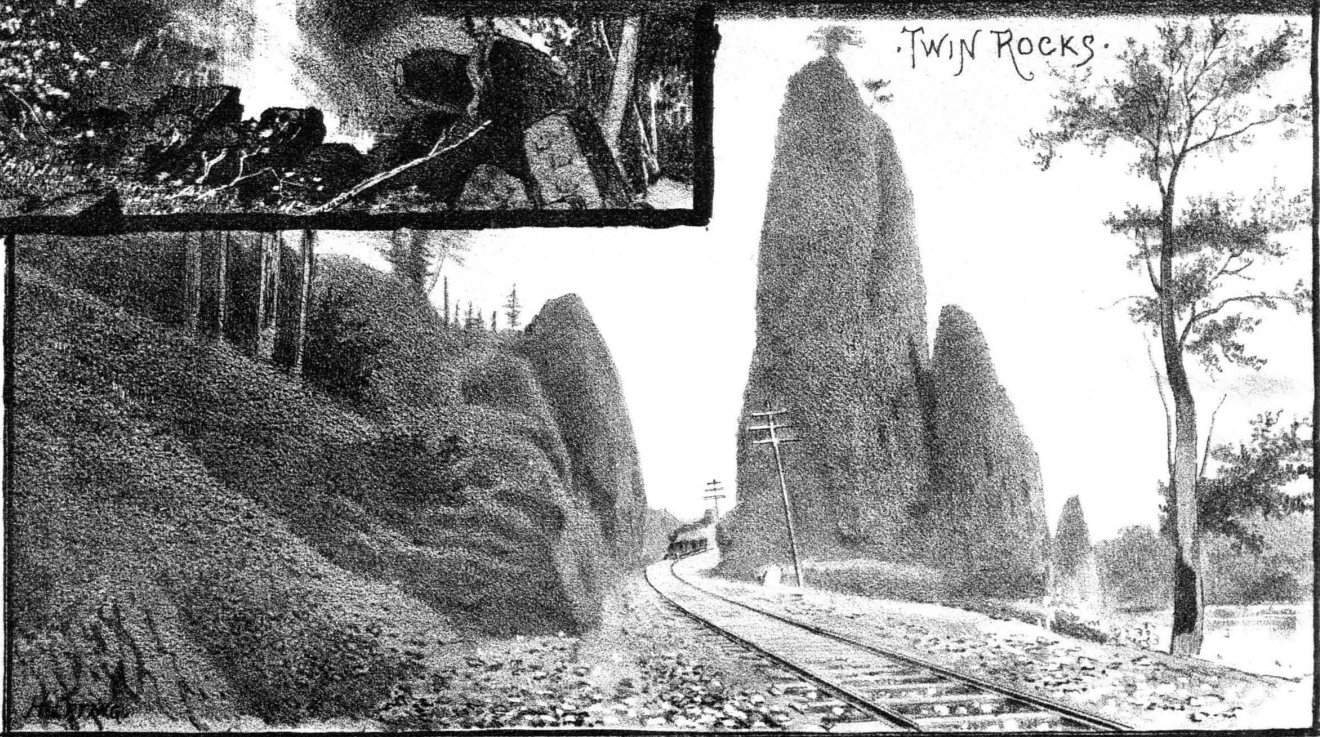
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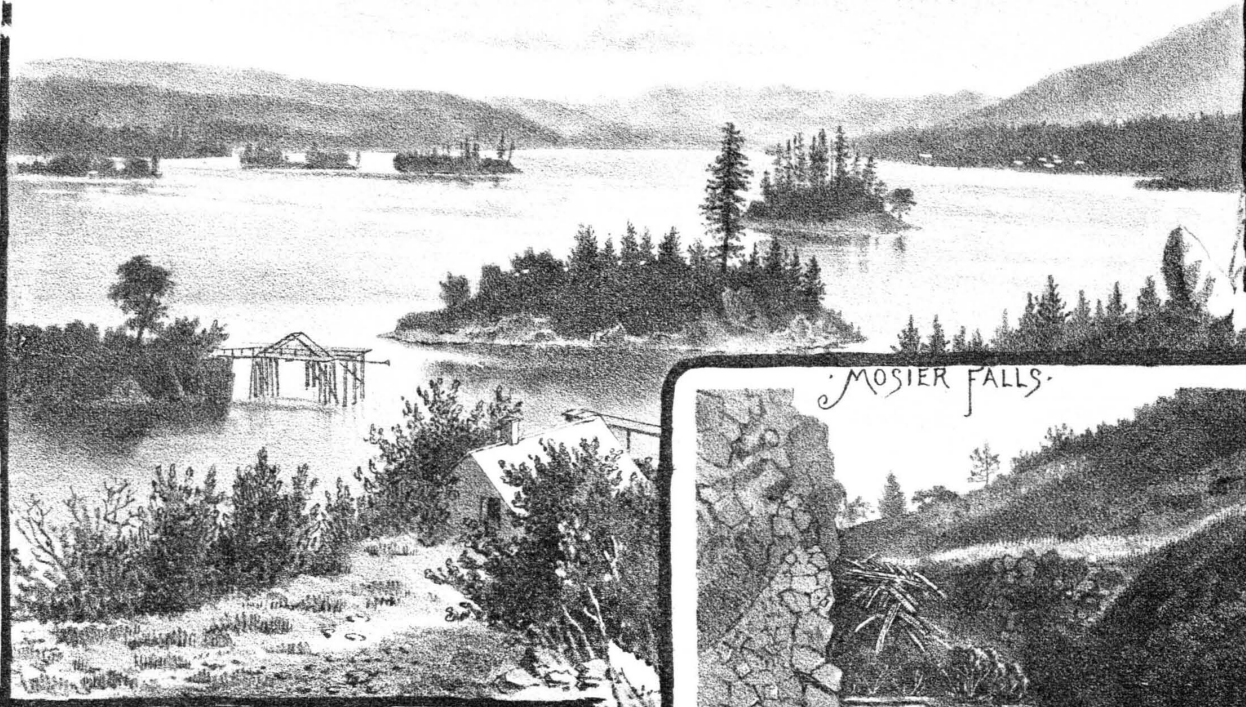


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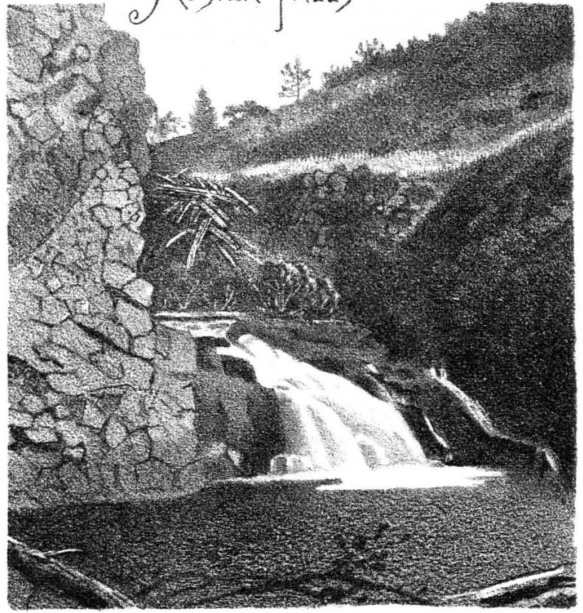


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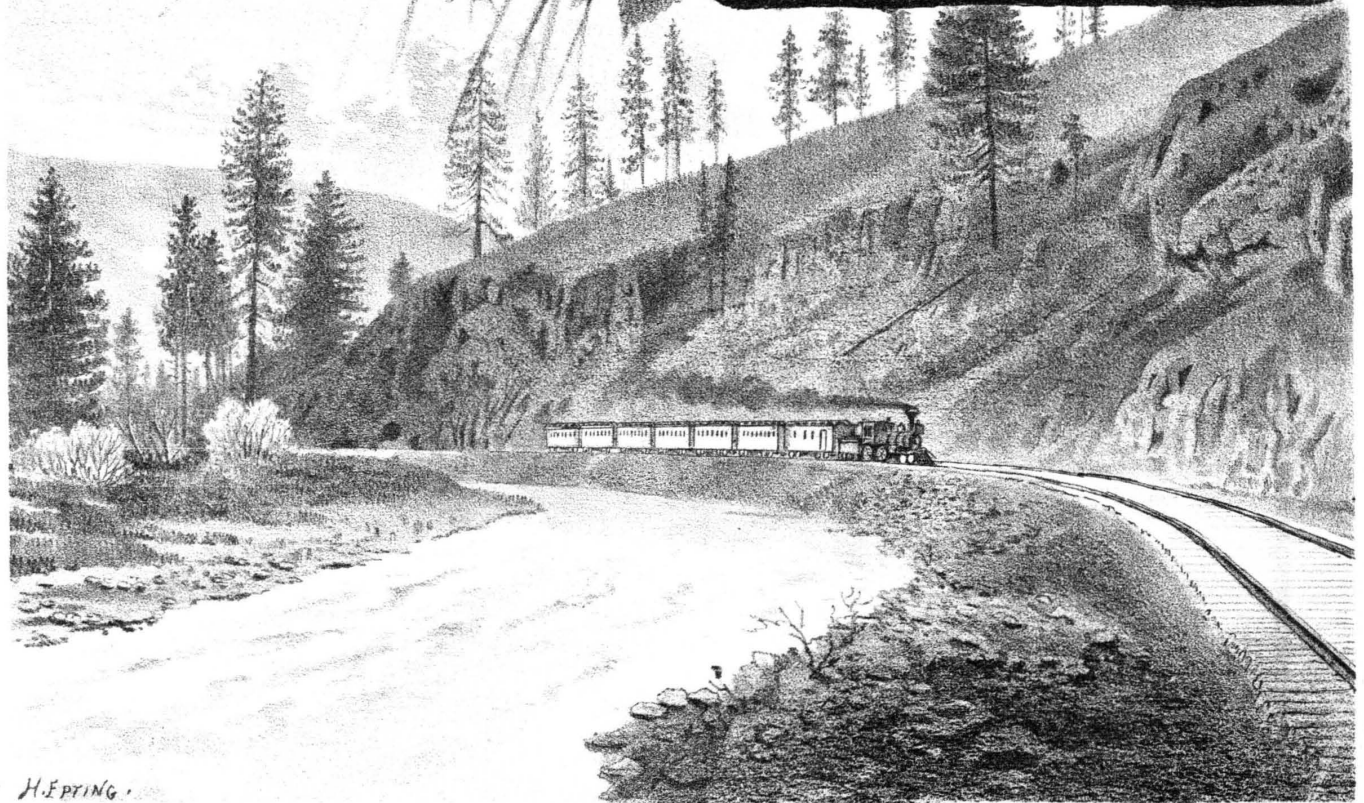
COLUMBIA RIVER FROM UPPER CASCADES.



MOSIER FALLS.



MEACHAM CREEK.



H. EPPING.

WEST SHORE LITH.

OREGON SCENERY.

brushwood. Now there comes a low murmur, which soon swells into a louder sound.

"Hark!" Mary stands still. "Surely we are near a river; you said your friend lived near a river?"

"Yes, it is a river." Then he says more gently: "There, there, my dear, you mustn't take notice of my strange way, it's all along of my being glad to see you again; you mustn't mind; we are a bit rough out here, you know;" and he puts his hand on hers, draws it through his arm, and keeps it tightly clasped.

She has not known how frightened she was till now; her misgivings melt in a sob of relief, and, bending down, she kisses the hand that holds hers.

"There, there," he speaks roughly again, "we must hurry on if we're to reach Mrs. Davies before night; we shall have the old woman turning in before we get there."

"Doesn't she expect me?" Mary timidly asks.

"She expects you, sure enough," he answers, "but the day wasn't fixed; I wasn't sure about that till the vessel was signalled; seldom any one has so quick a passage." Then he says abruptly, "You must be very tired, I've half a mind to carry you," and he laughs loudly.

"No, oh, no, thank you!" She shrinks away, his strange manner frightens her; if she did not know it is impossible, she would fancy he has been drinking since he left the station. She has wakened thoroughly at last.

This is not the Willie Somerfield who left her sobbing her heart out for his sake—something has altered him. But she reproaches herself; when she is his wife he will soon be all right again.

The wood has become thinner; it is not so dark as it was, the noise of the river is nearer, they have reached the edge of the forest. As Mary looks out between the trees she sees that a deep gully separates them from the road. She cannot pass this without help.

"The devil!" her companion exclaims; "while you have been jawing me we have come out of the way, but it don't matter." He flings first one bag and then the other across, and then, bending down, he raises her in his arms, and goes carefully down one side of the cleft and up the other. "There!" he says, as he lands her safely on the other side.

"How strong you are!" She looks up admiringly, while he stands breathing hard from the exertion he has made.

"It don't take much to lift you." Then, turning to her, he adds, "You're such a dainty little morsel, lady-bird."

The sight of the broad, gray river makes Mary feel giddy, and she clings closely to her lover's arm as they walk beside it. She cannot help shivering, the water looks so cold and deep. Somerfield points onward. "There's the bridge," he says.

The place is so wild, so lonely, and the bridge is so slight, that it seems wonderful it has not been swept away.

"Shall we have to cross that bridge?" As she speaks Mary stands still, trembling. She feels a sudden dread; it seems to her the bridge will break when they reach the middle of the river, and the cold gray water will close over their heads.

Somerfield turns to her angrily. "Of course we must cross it, what fools women are!" and, catching her hand, he hurries her on at such a pace that she soon loses her breath.

"Stop, stop, Willie; oh, please stop," she gasps, "I can't go so fast."

He answers her with an oath, bends down his frowning face to her, and then he lifts her suddenly from the ground as if she were a child, and hurries on. At first she lies still in his arms, but as her breath comes back

she feels that he is turning to the bridge; again an irrepressible horror seizes her; she cries out and struggles violently to free herself. "Be quiet, you little fool." She sees Somerfield's red eyes glare fiercely as he swings her forward, then his grasp on her loosens, but she clings desperately to him now. He wrenches one hand, then the other, away, and pushes her from him. She feels that she is falling; there is a despairing cry, a splash, and the dark water closes over her.

IV.

Mary rouses from what seems deep slumber. There is a rushing sound in her ears, and she opens her eyes. She sees only the gray, cold river. Is she floating along with it? No, her right hand grasps some substance, and she feels fastened down by the weight of her clothes.

She cannot move, she looks up, the stars are shining overhead; and as by degrees she rouses to fuller consciousness, she sees that she has been caught among the roots of a huge withered tree.

She lies there white and exhausted, and as memory brings back the terrible scene she passed through she wishes she had never wakened.

But love of life soon asserts itself, and after a while she manages to free her hair and then her clothes, which have kept her fast to this refuge. Crawling along the far-stretching roots, she at last reaches the bank in safety. She is still too dazed to think—one idea only lightens through her stupefied brain—she must find the little station, get back to New York, and to a steamer returning to England. She feels dimly that the friendly captain will protect her. She does not dare to remember what she needs protection against, she is dully conscious that her senses may forsake her if she begins to think.

As at last she rises to her feet she trembles so violently that she can scarcely stand. She has lost her hat, and her long hair hangs round her like a dripping cloak. Wringing the water from it with both her cold hands, she rolls it up tightly, and then she begins to walk back beside the river. She can make out the bridge at a little distance off; and this tells her that she has not been carried far from where she fell into the water. It does not occur to her that in the darkness she may find it impossible to make her way back through the wood to the station. She goes on and on between the river and the wood in a dogged, determined way. She knows she can not cross the gully, but surely if she goes on there must be an easier way.

Suddenly the wood ends in another clearing; a wild heath stretches before her, overgrown with low bushes, and among these at some distance Mary fancies that she sees a light. She stops and gazes keenly; it may be only caused by some insect, but then it may come from a log cabin. But soon, as she walks toward the light, she feels sure that it is shining from a window. Every now and then she stumbles over the uneven ground, sometimes she gets entangled among brambles and brushwood, but sooner than she expects she comes to a long low cabin—a dark, solitary building—from which the light comes through a chink in the shuttered window. Too confused to seek for the door, Mary makes her way desperately toward the light and knocks on the shutter—no answer. She waits a minute or two, and then she knocks again vehemently.

"Who are you that knocks?" a voice says behind the shutter—a woman's voice, timid but not unkindly in tone. Mary feels her courage come back.

"I am a poor girl that has lost her way, and in the dark I fell in the water. I am dying of cold, please let me in."

Some instinct seems to warn her not to tell the truth.

The shutter opens a little. "You can't come in here," the voice answers peevishly, "my masters are away, and they don't harbor strangers."

Mary thrusts her arm desperately through the opening.

"Only let me in and dry my clothes," she says; "for the love of God have pity on me!"

The shutter is again opened. "Maybe I'd show more pity in keeping you out," the woman says. "They're a wild, rough gang, and they may return any minute, and if they find you here, I wouldn't give much for your chances, my girl."

"Oh, let me in, if only for a few minutes," cries Mary, "or I shall perish of cold."

"Come to the door," the woman says.

The rough door is unbarred and the girl staggers into a good-sized room, where a fire of logs is blazing on a stone hearth.

Mary falls into a seat near the red glow, the water trickles off her till it makes a pool on the floor. The woman stares at her in wonder, but she asks no questions; she sets a pot of coffee on the hearth to warm for her dripping guest.

"You'll get your death in those clothes, and she looks compassionately at the girl's slender figure and sad face, then she goes into a closet opposite the fire and comes back with a blanket over her arm. "Take off your skirts quickly," she says, "and wrap this round you, while I dry 'em a bit."

Mary feels too stupefied to move, but with an effort she does what she is bid, and then she sits wrapped in the blanket. While she drinks the hot coffee given her, the woman holds the girl's dripping clothes close to the blazing logs.

The woman is small and ugly; she looks as if drink and hard usage have dulled her faculties. Every now and then, however, she gives her visitor a keen glance, and then she turns away and seems absorbed in listening.

All at once she starts. "They are coming—don't you hear them?" she says excitedly. "Yes—it's them, safe enough—I hear the signal—you're not safe," her voice sinks to a whisper; "if they find you they'll shoot you—or worse—you must hide in there—come!"

She thrusts Mary's clothes into her arms and hurries her to the place from which she has taken the blanket. The girl finds herself pushed past rows of shelves and within a second door, which the woman closes on her, and then the girl hears her also close the first door into the room. Mary finds herself in a veritable black hole, seemingly hung round with blankets; there is hardly room to turn, and yet she does not feel stifled. Looking up she sees glimpses of starlight through the chinks of the log roof. As the girl stands still trembling with cold, she hears a tramp of footsteps outside; the tramp comes nearer, and then goes round the cabin. Next minute she hears loud voices in the room she has just quitted.

Mary has not shared her hostess' terror. The shock she has undergone has taken away all emotion. Her dulness makes her insensible of danger.

All at once her heart beats fast; through the rough planked doors she hears voices more distinctly. There has been first a continual dialogue, now a hubbub of sound, now several voices jeer at one of the party, who seems to keep silence. These voices are coarse and ruffianly, and Mary at last feels afraid. A fierce oath, and then a fist strikes the table with vehemence, and silences the clamor of the rest.

"Hold your jaw, every one. I have the swag safe; let them laugh who win."

Mary's heart seems to stand still, and she sinks back against the wall of the cabin.

It is Somerfield's voice. The wretched girl does not lose consciousness, but for a time she is deaf to what is happening. While she lay half drowned among the tree roots, it had seemed to her that a sudden frenzy had seized on her lover, and she had forgotten the existence of her money; now the horrible fact is clear.

She rouses from her stupor to hear a hubbub of voices, some of them eager and clamorous. Somerfield's sounds brutal and defiant. He calls loudly for more drink; and after this there comes a lull in the talk. Soon this changes into wild songs and laughter, choruses with loud blows on the table, quarrels, at which she turns faint again, and amid it all—one of the loudest—she hears Somerfield's voice. After what seems to her a long time, these sounds subside, sink by degrees into stillness, and soon it is plain by the snoring and heavy breathing that the revellers are sound asleep.

Overhead the stars have paled, and a chill air coming in slowly with gray glimmer warns poor Mary that dawn is breaking.

Moving very quietly she manages to dress herself in the confined space in which she stands. She has scarcely finished when the closet door opens gently, and the woman beckons her forth:

"They are all asleep," she whispers in the girl's ear.

The miserable creature is trembling; but without a word she leads the way to the cabin door. There is only a dim light coming from the log fire. The woman noiselessly opens the door, and the fire-glow mixes strangely with the pale gleam that comes in from the doorway, and falls on the faces of the men who lie sleeping in varied positions on the floor.

Somerfield lies nearest the fire, but his face is hidden in the blanket he has rolled himself in; his frieze coat lies beside him. Mary shrinks away as she passes him; she has nearly reached the door when a strange idea comes to her. She will take his coat.

If she ever reaches England again this will be a proof to his friends that her terrible story is true.

She turns back, takes the coat from beside him, and then, pressing the hand of the woman as she glides past her, she flies out into the cold morning air.

Mary was never able coherently to relate how she reached New York and the steamer she had come out in, the day before it started on its homeward journey. She had a confused memory of walking through the chill dawn and waiting wearily and half-dead at the small station house, and when she got to the steamer she was too ill to be questioned.

To the captain's eager inquiries she answered, "Not now, captain; I'm dreaming still. I'll tell you when I wake;" and the horror in her eyes checked the good man's questions.

For several days she lay in her berth almost unconscious of what happened, but at last she roused and looked dreamily about her.

Presently her eyes fell on the frieze coat she had carried away. She looked at it in wonder; then, as all came back, she shivered with horror. How could she have brought away such a witness of the terrible story? After a little she lifted it down; its weight surprised her.

Then suddenly she thrust her hand into one of the pockets and drew forth her money, given by the captain to Somerfield.

The main facts of this story are not fictitious. There are persons still living who knew Mary Abbot and Willie Somerfield, and who have heard Mary tell the tragic ending of the tryst she traveled so far to keep.

KATHARINE S. MACQUOID.

NOTES OF THE NORTHWEST.

While recently exploring the Queen Charlotte Islands W. A. Robertson discovered a six-foot seam of coal of excellent quality. From the conformation of the surface it seems evident that there are thousands of acres in this coal bed. Victoria parties will at once develop this valuable discovery.

The Horn Silver and Bannack mines of the Lava District have been capitalized for \$10,000,000. They were purchased of Frank Martin by Salt Lake parties for \$62,500, the last \$50,000 of which was paid a few days ago. It is estimated that \$20,000 worth of ore is on the dump and \$200,000 in sight.

Tin ore has been discovered in the Sweetwater hills on Ruby River, in Madison County, Montana. It exists in large bodies, and assays show it to be high grade. If it prove to be what the discoverer, J. W. Peck, asserts, it will be more valuable than any silver mine in the world. Tin is imported into the United States in great quantities, and a mine in this country would prove a veritable bonanza.

Crude petroleum has been discovered near Comox, B. C., and has been pronounced by an oil expert as a lubricating oil of excellent quality. The oil was discovered lying in pools in a ravine, having oozed from the banks of yellow clay on either side. The location is on Campbell River, thirty miles north of Comox, near the fiftieth parallel, and five miles from tidewater. It has been purchased by Rand Bros., of Victoria.

Another vigorous effort will be made this winter to secure a grant of right of way across one corner of the National Park for a railroad to the Clarke's Fork mines. An enthusiastic meeting was recently held in Cooke City, at which committees were appointed to secure that end. The estimated output of the mines is 855 tons per day, nearly half that of the great camp of Butte. This is certainly enough to warrant construction of a branch from the Northern Pacific.

The tunnel which has been running into Red Mountain, near Helena, the past three months, has cut a ten-foot body of high grade ore at a distance of 250 feet from the mouth. Assays average \$170 per ton, none of them falling below \$100. The tunnel company has located 3,000 feet on the surface above the find, and will erect reduction works as soon as the property is sufficiently developed. The strike has caused considerable excitement in mining circles, and is expected to lead to a large increase in Helena's output.

The Lee Mountain group of silver-lead mines on Ten-Mile, fifteen miles southwest of Helena, Montana, has passed into the control of a strong company, of which John Caplice is president and general manager. Twenty-five men have been put at work on the properties, the fifty-ton Murphy concentrator erected there last year has been purchased, and preparations are being made to open the mines on a large scale. If they meet expectations smelting works will be erected, and the success of these operations will probably determine whether the Ten-Mile branch road will be constructed from Helena.

The Granite Creek mines in the Similkameen country, British Columbia, still continue to send in reports of rich yields, such as \$200 in two days by two men with a rocker. A number of houses are being built of hewn timber. There is no road into the mines, but good trails lead from Hope and Nicola. There is much prospecting going on in that region, and many miners have not yet

found anything, but from the value of nuggets and dust sent out it is evident the diggings found on Granite Creek are genuine. Many of the claims are being purchased by Chinese, some of them at good round figures, though most of them are ones that have been nearly worked out. There are about 300 men in that region mining or prospecting.

Wonderful developments are reported in the Granite Mountain Mine at Phillipsburg, Montana. A tunnel which was started last spring 500 feet below the summit has encountered and penetrated an ore body a distance of 500 feet. This vein is six feet wide and assays from 125 to 2,000 ounces of silver. This is a widening of the same body of ore encountered by tunnels higher up, and as the latter penetrated a second and richer body, the lower tunnel is expected to soon pierce a still richer and more extensive mass of ore. The twenty-stamp mill has been working on this rich ore, and in July turned out \$70,000, in August \$90,000, and in September about \$120,000. Ten stamps are being added, and it is expected that the monthly output will soon reach \$200,000. The mine is owned by St. Louis parties, who pocket all but about \$20,000 of the monthly product.

A correspondent from Toledo, W. T., writes of the Cowlitz region as follows: "The opportunity offers now for Portland to secure the large trade inevitably to open up in this extensive farming and stock region. The people have been looking for weeks for the steamboat. We want the full benefit of our waterway to market. There is a large amount of fine land on the headwaters of the Cowlitz and its tributaries not yet occupied, but which is being constantly prospected by persons seeking homes. A short time hence it will all be owned, and a market for the sale of the necessities of life will develop for the enterprising traders of Portland. Vast quantities of timber not yet ruined by forest fires offer an opening for millmen and laborers. Midway between the Columbia and Puget Sound, with the finest climate and the best of water to be found on the Coast, we invite immigration, as well as artisans, to develop the almost boundless resources of this region."

Wheat culture in the Inland Empire has developed so rapidly that the O. R. & N. Co. finds itself unable to handle the entire crop with its present equipment, taxed to its full capacity for the next six months. The recent extension of the Palouse branch to Moscow supplies a partial outlet for the farms of that portion of Washington and Idaho. The company has begun work on the branch line from Starbuck, near Riparia, to run south of Snake River to Pomeroy, thus tapping the productive fields of Garfield County. A further extension will probably be made to Lewiston. The country to be thus opened up has, in the main, relied upon Snake River as an outlet, to reach which required from five to fifty miles of hauling. A branch of the Northern Pacific running from Spokane Falls south into the Palouse country, by the way of Farmington and Palouse City, is among the possibilities for another year, and one leading westward into the Big Bend, either from Spokane Falls, Cheney or Sprague, will undoubtedly be constructed within two or three years. Another from Ainsworth to Walla Walla, to give access to that great grain centre, is probable. Even with these, railroad facilities will be inadequate, since the extension of wheat areas will be still more rapid than the construction of railroads. It will not be many years before the Inland Empire will be gridironed with railroads and will be sending to market annually as much wheat as is now produced on the entire Pacific Coast.

CHRONOLOGY OF EVENTS.

September.

29—Edward A. Stevenson appointed Governor of Idaho.... Disastrous floods in India.... French defeated by Hovas in Madagascar Sept. 10.

October.

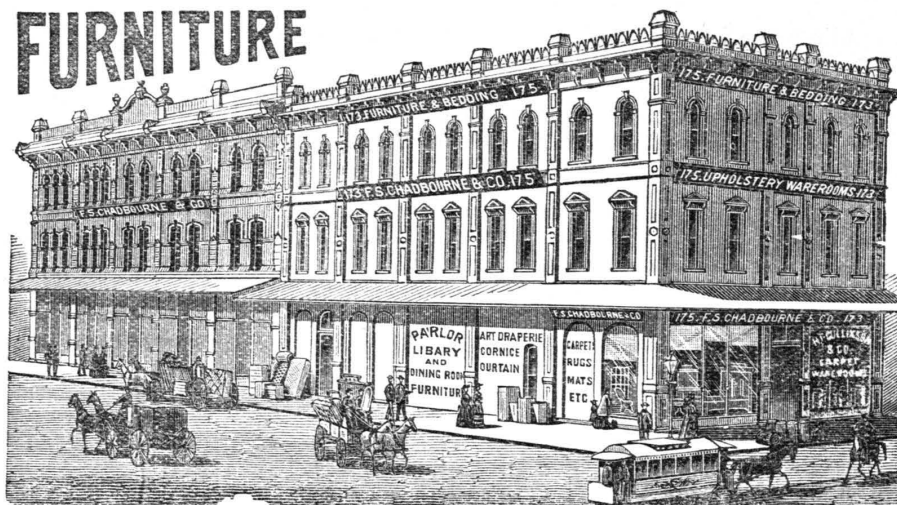
- 2—Two heavy failures in Wall street.... Boiler explosion in Pittsburg, Pa.; 5 killed and 12 wounded.
4—Collision at Fergus Falls, Minn.; 5 killed and many wounded.
5—Fifty killed and wounded by railroad collision in Greece.... Osman Digna and 3,000 of his followers killed by Abyssinians in battle near Kassala.
8—\$15,000,000 fire in London—\$750,000 fire in San Francisco.
9—Cardinal McCloskey died in New York.
10—Hell Gate rock, N. Y., blown up by explosion.
11—\$100,000 fire at Willows, Cal.
14—H. W. Shaw (Josh Billings) died at Monterey, Cal.
15—Trouble between British-Indian Government and King Thebaw of Burmah liable to lead to war.... 70 fishing vessels wrecked on Labrador coast and 300 men drowned.
18—Eleven killed and many injured by railroad accidents in New Jersey and New Hampshire.
20—Court house burned at Baker City, Or.
21—Fifteen miners killed by explosion in coal mine at Plymouth, Pa.
25—Black flags defeated by French in Anam.

The Japanese Bazaar at Victoria, B. C., is the delight of tourists, who find there an opportunity to purchase those numerous curios and ornamental pieces of bric-a-brac that are only made by the skillful workmen of Japan. Mr. Charles Gabriel, after a residence of several years in that country had made him acquainted with the value and character of Japanese goods, selected a stock of porcelain, silks, satins, woodenware, lacquered goods, jewelry, fans, and curios and ornaments of all kinds, the largest and most complete ever brought to the Pacific coast. These he displays at the Bazaar in a most attractive manner, and sells them at prices which smaller dealers in such cities have never been able to offer. Travelers will miss their best opportunity to secure such articles if they neglect to visit the Bazaar.

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Send for samples of all wool Dress Goods, Silks and Velvets.

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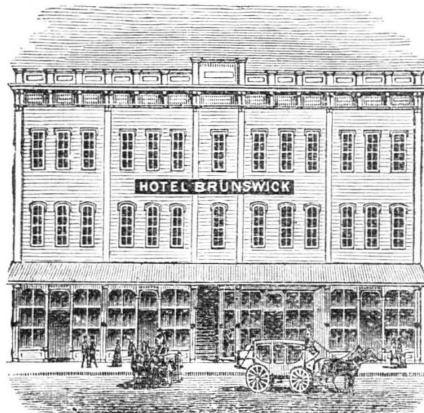
Is again under the personal management of Schwab & Zimmerman, who have made this house the most popular in Montana. It is centrally located, is first class in every respect, and charges will always be moderate. We shall be pleased to see all our old friends, and invite the public in general to give the Cosmopolitan a trial.

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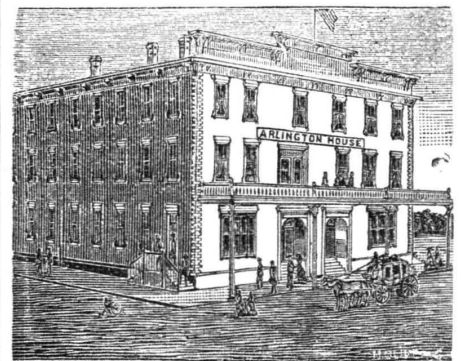
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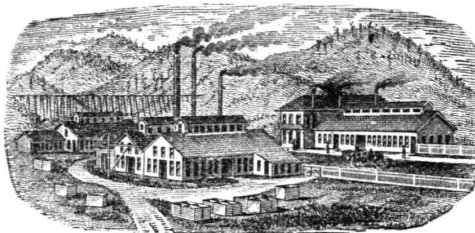
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Samples of the latter sent postpaid anywhere on receipt of 50 cents in stamps.

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Oregon.....Nov. 25	Columbia.....Nov. 24
Columbia.....Nov. 30	State.....Nov. 29
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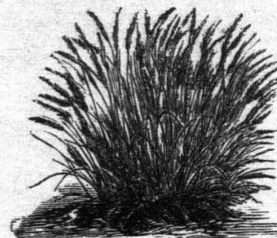
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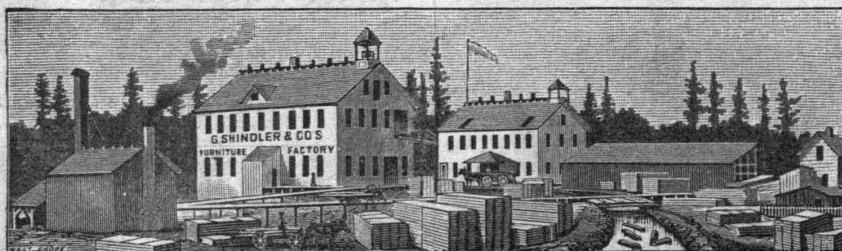
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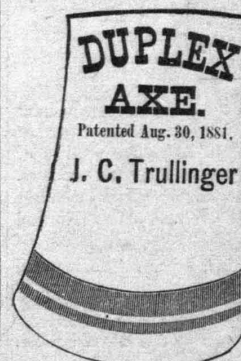
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