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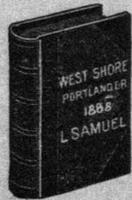
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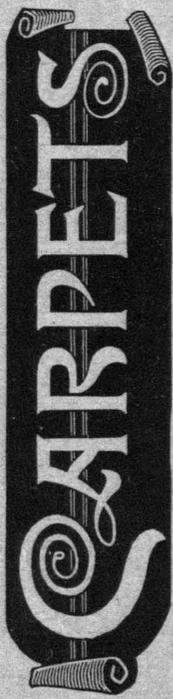
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# THE WEST SHORE.

FIFTEENTH YEAR.

JANUARY, 1889.

NUMBER 1.

## THE CAPITAL CITY OF OREGON.



LYING in the heart of the Willamette valley, and very near its geographical center, is the city of Salem, the capital of Oregon. It is a city of seven thousand inhabitants, and besides being the state capital is the seat of justice of Marion county, a manufacturing and commercial town of importance and a social center. The city is platted on an undulating tract of land, and is handsomely laid out. The streets are one hundred feet wide and the blocks three hundred and thirty feet square, exclusive of an alley sixteen feet wide extending north and south through the block. The streets are lined with maple, elm and other ornamental shade trees, and present a beautiful appearance in summer time. There are several very fine business blocks and the business streets in general would be a credit to a larger city. The residence portion of the city conforms to the generous plan of the plat, and there is no evidence of crowding anywhere. Residences are surrounded with spacious lawns tastefully ornamented with trees and flowers. Pleasing styles of architecture are employed in the buildings, and whatever would add to the enjoyment of home life is observed in furnishing the surroundings of the homes of Salem families. Mansions and cottages alike bear an air of general comfort and refined taste that is quite attractive.

Salem is favored by the patronage of the state in its public buildings. The state house, of course, stands at the head of the list, both in the magnificence of its architecture and the importance which it serves. This structure is built of iron, stone and brick, and nearly a half a million dollars have been expended upon it. The corner stone was laid in 1873 and now the structure is entirely completed, with the exception of the dome and the interior of two or three of the rooms, which will probably be provided for by

the present legislature. This will make a building that could not be duplicated for less than three-quarters of a million dollars. The main building is seventy-five by two hundred and seventy-five feet on the ground, and two stories high, besides a full basement and sub-basement. On the east and west sides are wings each fifty feet long. The first floor is devoted to the main department offices and the legislative chambers, the senate chamber being in the north wing, and the assembly in the south. Both are handsomely finished and provided with every convenience. A hydraulic elevator was recently placed in the building, supplying an easy means of reaching the upper floor, where the state library and supreme court rooms are located. The dome, yet to be added, will have an octagonal base, and will be fifty-four feet in diameter, and one hundred and eighty feet in height above the ground. From the summit of the capitol dome the view includes one of the grandest scenes imaginable—rivers and valleys and mountain ranges and snow-clad peaks; rocky ridges and timbered slopes; grain fields and orchards and meadows—a wide expanse of greatly diversified scenery that makes an interesting study.

The state asylum for the insane is another of the important public buildings of Salem. It is situated on a tract of two hundred and ninety acres, lying just east of the corporation limits. The building has a frontage of four hundred and eighty-five feet, with a wing at either end extending back two hundred and twenty feet. The main department of the building is four stories in height, with an ornamental tower having a vane one hundred and twenty feet above the ground. The rest of the building is two and one-half and three stories in height. There are now five hundred and eighty-six patients accommodated in this institution. On the asylum farm is produced a considerable portion of the vegetable products consumed by the patients. This institution compares favorably with any in the United States.

One of the leading educational institutions of the Pacific coast is the Willamette university, located at Salem. This university is the oldest and largest institution of the kind in the northwest. It embraces colleges of medicine, liberal arts, law, ladies' college or boarding school, an art department and the university academy. The faculty comprises thirty professors and instructors, and nearly four hundred students are enrolled and in attendance in the different departments. This is one of the most important public institutions of Salem. The university building is large and well equipped in every particular.

The Oregon penitentiary is located a little east of the corporation limits of the capital city. It is built for utility rather than for ornament, and is one of those adjuncts of civilization that place a distinct barrier between its patrons and the outside world. In its appointments this prison compares favorably with the best of similar institutions in the east. Its accommodations are sufficient for securely keeping four hundred prisoners. The main building is two hundred and sixty feet long, with a wing eighty-five feet in length, and is thirty-six feet high, containing three rows, or tiers, of cells. In the basement is the culinary department, and in the top of the building are the guard rooms, chapel and hospital. A brick wall sixteen feet high and seventeen hundred and fifty-three feet long surrounds the penitentiary buildings. Within this brick enclosure are six large brick structures, built at a cost of \$40,000.00, for workshops, where the convicts are employed. One hundred and eighty prisoners are employed in a stove foundry, and the remainder in various other occupations.

The deaf mute school and the school for the education of the blind complete the list of state institutions located at the capital city. These are well supported, and are doing work creditable to the state. The deaf mutes publish a monthly periodical called *The Sign*, in their school, doing all the work themselves. About fifty deaf mutes and fifteen blind children received instruction at these institutions in 1888.

The Marion county court house, located at Salem, is the finest county court house in the state, it having been built at a cost of \$130,000.00. In the basement of this building is the county jail, on the first floor the county offices, and on the second floor the court room, judge's room, jury rooms, etc. The building is furnished in first-class condition throughout, an important feature being excellent fire-proof vaults for the safe keeping of records.

Salem has four school buildings, one of which, completed last year at a cost of \$40,000.00, is the finest public school building in the state outside of Portland. The system of schools is well graded, and seventeen teachers are employed, at salaries ranging

from \$40.00 to \$120.00 each per month. The total number of children of school age in the city is about two thousand, of whom eight hundred and eighty-three are enrolled in the public schools, and about five hundred and sixty in the private and denominational schools. The school government is vested in three directors and a clerk, who is also treasurer, elected by the people at the annual meeting, which is entirely removed from any connection with other matters of politics. The school tax last year was two mills on the total taxable valuation of property in the city. The Salem schools are fully abreast of the city's general advancement, and changes now contemplated will place them in a still better condition for supplying the educational needs of the citizens. The several private schools, Roman Catholic, Episcopalian and others, perform an important service, and with an excellent university right at home to supplement the work of the lower schools, the educational facilities of the capital city are exceptionally complete.

An orphans' home has a fine building, with home-like surroundings, and is one of the excellent charitable institutions of the city performing an important service to the community, and it is well supported. The city has one opera house, with a greater seating capacity than any other in the state outside of Portland, and has two good hotels.

The churches of Salem are fully equal to those of any other city in Oregon. One church edifice is capable of comfortably seating six hundred people, and is, perhaps, as fine a church as is now open for service in the state, it having cost \$50,000.00. There are nine other church edifices of plainer design, but comfortable and substantial structures, in the city, and they are all well attended. The denominations which have church buildings are the Methodist Episcopal, Christian, Episcopal, Congregational, Evangelical, Presbyterian, Roman Catholic, Cumberland Presbyterian and German Reformed. Unitarians and Seventh Day Adventists have organizations and hold regular services, and there is a branch of the Holiness society in the city. Odd Fellows, Methodists and Roman Catholics have cemeteries there.

Fraternal orders are well represented in Salem. There are three Masonic organizations and a Masonic library of fifteen hundred volumes; two lodges of Odd Fellows and an Odd Fellows' library of fifteen hundred volumes; two of the Ancient Order of United Workman; one Grand Army post; one Good Templar's lodge, which has had over two thousand persons in its membership during the twenty-three years of its existence; one Knights of Pythias lodge, and an assembly of Knights of Labor. These fraternal orders are in a flourishing condition, and their benev-

olent work is an important influence in the community. Most of them were among the earliest organized in the state.

One of the best wagon bridges in the state, and the first free bridge across the navigable portion of the Willamette river, is the one at Salem. It was built in 1887, at a cost of \$50,000.00, \$30,000.00 of which were furnished by the city of Salem, \$15,000 00 by Marion county, and \$5,000 00 by Polk county, which lies directly across the stream. The entire length of the structure, including approaches, is two thousand two hundred and forty feet. There are three spans, of two hundred and thirty, two hundred and seventy and three hundred feet respectively, and in the middle of the stream the bridge is eighty-six feet above the water, permitting boats to pass freely at all seasons. The structure was dedicated to the free use of the public, and makes directly tributary to the city of Salem a large area of rich farming country on the opposite side of the Willamette that would otherwise go to other markets and trading points.

Five miles north of Salem on the railroad is Chemawa, where the government Indian industrial school is located. Several hundred Indian children, of tribes from Alaska to California, receive instruction in letters and manual training. The work shops, school, boarding buildings, etc., are neat and comfortable structures, and the disciplinary provisions are suitable for training the young aborigines to honest and useful lives. There are now nine buildings, erected at a cost of nearly \$30,000.00, comprising the plant of this institution, and the boys have cleared a farm of nearly a hundred acres in the woods, on which a large portion of the provisions for the institution are produced.

The manufacturing interests of Salem are large. There are two saw mills, which obtain their supplies of fir timber from tributaries of the Willamette above, and their oak, maple, etc., from the bottom lands of the river near by. Two sash and door factories are now in operation. The agricultural implement works were burned last year, but the factory has been rebuilt and will soon be in running order. There are two fruit drying establishments, one of which has a capacity for drying a thousand bushels of apples or five hundred bushels of prunes per day. The Jory patent fruit evaporator is manufactured here. A tile works and two brick kilns, besides the penitentiary kiln, are worked during their season. There are three flouring mills, with a total capacity for manufacturing twelve hundred barrels of flour per day. The largest mill is owned by a company in Edinburgh, Scotland, and owing to some trouble in the firm the plant is not running just at present, but the

prospects are that matters will soon be adjusted so that this valuable property can be set at work. There are five cabinet shops, one foundry and machine shop, one tannery, two wagon and carriage shops, one soda works, a cider, vinegar and fruit preserving establishment, a book bindery, three job printing houses, and sundry other small manufacturing enterprises in various lines.

Salem has exceptionally good facilities for factories, it being a market place for raw materials and having a first-class water power. This power is created by turning a portion of the North Santiam river, eighteen miles above, into Mill creek, which empties into the Willamette at Salem. Thus the natural channel of the creek is used to convey a much larger volume of water than naturally flowed in it, and as the descent of the stream is rapid near its mouth, the water is gathered in a flume and distributed to factories along the bank of the Willamette and in other portions of the city, where the fall is sufficient to admit of using the water two or three times in some cases. There is abundant water in this flume at all seasons of the year, and when necessary a vastly greater quantity of water can be secured at a comparatively small cost, by increasing the capacity of the canal and clearing the channel of the creek. One of the advantages of this power is the ease with which it is controlled. There are excellent sites for building factories where this water can be obtained without extra expense, and the citizens of Salem offer special inducements to manufacturers to locate in that city. Preparations are now being made for the erection of one of the largest woolen mills in the northwest at Salem. The supply of wool from the surrounding country is sufficient to warrant the establishment of such an enterprise, and certainly the conditions for manufacturing at this point, for power and labor, are unexcelled.

Fruit, wheat, wool and wood should be extensively manufactured at Salem. There is opportunity for factories in other lines to do a profitable business here, but those above mentioned offer more pronounced advantages, perhaps, than any others for the investment of large amounts of capital. The fruit industry is just now commanding most attention, and rapid progress is being made in that line. The largest orchard in the state of Oregon is only a few miles from Salem, and by far the largest evaporator in the state is located in the city. During the past year or two the farmers of Marion county have gone into fruit raising on an extensive scale, and as the orchards are coming into bearing condition, the fruit production is increasing enormously. Many acres that have hitherto grown only wheat are annually being set in fruit, and the indications are that in a few years this will be one of the greatest fruit centers on the Pacific

coast. Apples, prunes, pears and cherries may be classed in the line of specialties for this section, but large quantities of the finest peaches, apricots and grapes are produced. Those acquainted with the fruit business declare that there is practically no limit to its expansion in this heart of the Willamette valley. The large evaporator at Salem last year, its first season, dried twenty-five thousand bushels of apples and thirty-five hundred bushels of prunes, while operating in a sort of experimental fashion. A ready market was found for this product, for the apples in our home markets and for the prunes in the east. This institution will be operated to its full capacity next season, and the proprietors contemplate the erection of a large cannery to run in connection with it. The people of this locality are thoroughly alive to the advantages the fruit business holds for them, and are actively engaged in it. Its development must be rapid.

The convenient water power and shipping facilities make Salem a good location for flouring mills, and the supply of wheat produced in the tributary country is much larger than the facilities for manufacturing it. Vast quantities of wheat are marketed by team by the farmers, and the river offers a cheap and reliable means of transportation for the grain easiest delivered in that way. The Southern Pacific railway has a spur running through the city and along the docks, so that transferring freight to or from the mills is inexpensive. Three railway companies compete for the transportation business—the Southern Pacific, the Oregon Pacific and the Oregon Railway & Navigation companies, the latter two running boat lines on the Willamette to connect with their roads at Albany and Portland respectively. The best market for the large mills is found in foreign countries, and most of their product is sent abroad to the antipodes. During the past season there has been a good deal of inquiry about mills to grind corn and buckwheat, and this demand will increase.

There is a considerable area of rough land in the foothills of the mountain ranges confining the Willamette valley, that can never be used for agricultural purposes to better advantage than by pasturing, and a favorite stock for this land in this country is sheep. Sheep will flourish where even cattle can not live, because they feed much closer and can climb about rocky places where cattle can not go. So, no matter how fully the agricultural resources of this region are developed, there will always be room for the sheep, and the flocks here produce the finest quality of wool. The erection of a woolen factory here would greatly stimulate wool production and the conditions are favorable to make it a profitable business.

There are large quantities of valuable timber tributary to Salem. Along the branches of the Willamette

there are forests of fir that can easily be obtained for manufacturing purposes, and in the immediate vicinity of the city there is a good deal of hard wood, such as oak, maple, ash, etc., along the river and creek bottoms and throughout the adjacent country. Furniture and farm implements could be manufactured to advantage at Salem, and the local market would consume all that could be produced. For all these industries the supply of raw materials is easily obtained, the power for operating plenty and cheap, and the market unailing. Numerous other manufacturing enterprises could be established that would add an impetus to the development of the country and prove profitable to their proprietors. Wagon and carriage factories, creameries and cheese factories, pottery, brick, tile and cement works, and stove foundries are some of these, and the degree of success with which they would meet would only be limited by the manner in which the business was conducted.

The condition of the municipality of Salem is such as to make it a promising business place, as well as a desirable home. The city is not burdened with any oppressive debt, and the taxation is very low. On a taxable valuation of \$1,613,000.00 for 1888, the combined assessment for school, city, county and state purposes was only three per cent. This would be a very respectable rate if the taxable valuation were the full value of the property. But all who are acquainted with Oregon assessments know that the assessed valuation of property averages less than forty per cent of the actual value. This would be equivalent to a rate of one and two-fifths per cent. on the actual value of taxable property in Salem. With even this low tax municipal improvements are kept up and an enterprising policy pursued by the city government. The city has nearly twelve miles of graded streets and about sixteen miles of good sidewalks. It has about one and one-fourth miles of vitrified terra cotta sewer, and the streets of the town are lighted by twenty-five arc electric lights, besides the incandescent electric and gas lights. The water supply for the city is obtained from the Willamette river a short distance above the city, and there are two entirely distinct pumping plants, one operated by water power and one by steam, so that in case of any misfortune to one the other will be available for service. Each of these plants is capable of pumping two million gallons of water daily, which is twice as much as is consumed. There are thirty-six street hydrants and five cisterns for fire protection. The water works have between nine and ten miles of mains, and they afford ample service at reasonable rates. The city's fire department consists of three engine and hose companies and a hook and ladder company, and the corporation owns its own engine houses.

A few months ago a street railway company was organized in Salem, by a number of the capitalists of the city, and active operations were at once commenced on the enterprise. A franchise was secured and now nearly a mile and a half is graded, the track laid on a considerable portion of it and the cars are in operation. This enterprise is justified by the prospects of rapid advancement which late events have shaped for Salem, and others are in contemplation, among which may be mentioned a large ice factory, to be erected the current year, and a railroad to Astoria, to investigate which a committee was recently appointed by the board of trade. Construction has already begun on the Astoria end of the road to extend across the country and connect with some transcontinental line to the southeast, and there is no more suitable junction for such a road than Salem. The transportation business of the Capital City is now important, as the figures for the past year indicate. The three transportation companies doing business in Salem delivered in the city during 1888 about nineteen thousand tons of freight, and forwarded from the city eighteen thousand tons.

Salem has fine banking institutions, two of which are national banks, with capital aggregating \$135,000.00, and the remainder private banks, with an estimated capital of \$250,000.00. The deposits aggregate over half a million dollars. All the banks are in a flourishing condition, and doing a constantly increasing business. The banking business of a town is a very reliable index of the volume of business transacted, and in this respect Salem certainly makes a good showing.

The express business of Salem for 1888 was about one-fourth greater than for any previous year. The postoffice business experienced a similar increase, though the volume was great enough to secure a free delivery system two or three years ago. All lines of industry have been unusually active during the past year, and the prospect surely warrants the preparations which are being made for the future.

The publications of Salem consist of two daily newspapers, each of which issues a weekly edition, and a monthly periodical, *The Sign*, published by the deaf mute school. The *Statesman* is the oldest publication, having been established in 1851. The *Capital Journal* is a newer paper devoted to local interests. The daily edition is a six column folio—four pages—and the weekly paper just twice as large. It is ably conducted and reflects the enterprising spirit of the town. The present manager, Mr. Irvine, has instituted many improvements and is pushing it forward in the front rank of Oregon journalism.

There are some rich mines tributary to Salem, the gold and silver mines of the Santiam. Since the dis-

covery of precious metals on the Santiam there has been a good deal of fitful work in an attempt to develop paying property, but it must be confessed that there has been no determined effort to ascertain the exact extent of the mineral deposit. Said an old mining engineer recently, who had spent years in the best mines of California and Nevada: "I don't see why there may not be developed rich gold and silver mines in the Cascade mountains in Oregon. I have no doubt that the minerals exist in large quantities. The trouble is that those who have undertaken mining operations in the Cascades have pursued the work in a half-hearted sort of way and have failed to secure results. I think it will not be long before large quantities of the precious metals will be obtained from the mines in the Cascade range. The Cascades and the Sierra Nevadas are the same general range of mountains, having different local names, and I see no reason why the northern part of the chain should not produce as remarkable results as have been secured in the Sierras." The heaviest mining company in the Santiam country has headquarters in Salem, and it is gratifying to note that preparations are being made for more vigorous work in the mines than has ever before been prosecuted.

The country surrounding and directly tributary to Salem is one of the richest portions of that garden of Oregon, the valley of the Willamette. Marion county on the east side of the Willamette, and Polk county on the west side, include a strip of remarkably fertile soil, extending across the valley from the crest of the Cascades to the top of the Coast mountains. Marion county includes about nine hundred thousand acres of land, and Polk county about two-thirds as much. In the center of this tract of country Salem is so situated that it commands patronage from both sides of the river, and, indeed, for a considerable distance up and down the stream. Salem was one of the earliest settled cities in Oregon, and its location was so well selected that it has had a steady growth from its beginning. Of course, the advantage of being the state capital is considerable, but there has never been a time when all the influences for a rapid industrial development and commercial growth have been so favorable as at present. Money is proverbially cautious, and the fact that capital is flowing to Salem is a pretty good indication that it is assured of a prosperous time.

One of the potent factors in the prosperity of Salem is its board of trade. Being alive to the demands of capital seeking investment and people seeking homes, it has done much to set forth the advantages of this section of the Pacific coast, and to distribute the information among those who desired it. It is composed of experienced business men, who encour-

age legitimate business enterprises of all kinds, and do much to promote their success.

To say that the farming lands of the country tributary to Salem are of remarkable richness does not express their fertility. They were among the first to be tilled in the state, and though crop after crop of wheat has been raised for thirty or forty years in some instances, still the vitality of the soil is such that good crops are yet produced, and the strength of the land seems scarcely impaired. But this exclusive wheat growing has now been broken up, to a large extent, and diversified farming has taken its place. Fruits, hops, vegetables of all kinds, grasses and various grains are now raised by the farmers, and careful estimates, based on the actual knowledge of the facts in the case, show that twenty acres of land here will support an ordinary family. When it is considered that ordinary orchards and hop yards yield over \$200.00 an acre per annum, it will be seen that the above estimate is a very conservative one. Ordinary cultivation will secure such results. There are nearly four hundred thousand acres of land in the western part of Marion country that is among the choicest in the state for agricultural purposes. It is a gently undulating, well watered, well drained and partially wooded region. Purchasers, of course, can rarely get the best farms, because they are so profitable that their proprietors cling to them. But those which do not pay so well, generally because of mismanagement, can be obtained in desirable localities for prices ranging between \$15.00 and \$100.00 per acre, improved land more nearly approaching the latter figure than the former. In the eastern portion of the county there are considerable quantities of unsurveyed government land which may be obtained on the usual terms; also railroad lands, which are sold at cheap rates and on easy terms. This land includes some of the finest farming soil, but not often in bodies sufficient for large farms. For dairying or stock raising in connection with farming on a small scale, there are many opportunities for securing fine locations in the foothills of the mountains, from the government or from private holders, at reasonable rates. Settlers are gradually pushing back into the mountains, and in a few years will occupy all the available land. There is a good deal of valuable timber in the western part of the county, and good water is easily obtained everywhere.

The yield of the various farm products is not surpassed anywhere for quantity and quality. Wheat yields from twenty-five to forty, and even fifty, bushels per acre, and a good crop is obtained from sowing any month in the year. Oats, barley, buckwheat, etc., grow proportionally well. Carrots and cabbages frequently grow through the winter, and fall plantings

of cabbage frequently grow three or four heads successively on the same stalk. A great variety of grasses grow luxuriantly.

There are now two railroads in the county, and as the land becomes improved sufficiently in the interior, other transportation lines will be provided. Good wagon roads lead from all parts of the county to Salem, where an active local market and favorable transportation rates, regulated by an available waterway, insure to the producer the best prices for his wares.

The climate of the valley is one of its prime advantages. Through last December there was no difficulty in plowing in Marion county, and those who chose continued their fall work through the month, and could have worked still later. The grass had not, up to the beginning of 1889, lost its greenness, and stock finds as good pasturage as could be desired in the Willamette valley in the middle of winter. Sometimes snow falls before Christmas, and the ground freezes a little, but at the most there are only two or three weeks of cold weather when stock can not well graze and the soil can not be tilled. The summer season usually includes about two months of rainless weather during harvest time, but no failure of crops has ever been caused by the summer dry season. As in most parts of the valley, the pleasant rains continue in Marion county till about the first of July, when all growing crops are well along toward maturity, and then the dry weather permits them to ripen without damage and allows the farmers to pursue the harvest uninterruptedly. The immunity from damaging rains is so certain that for weeks after threshing grain may be seen in sacks piled up in the field, and often flat cars are used to transport it to market. The entire handling of grain from the thresher to the mill, in cars or in boats, is in sacks, there being no elevators in this country, as are common in the east. The average annual rainfall at Salem is forty-four inches—about the same as at Albany, N. Y., Bath, Me., and Frankfort, Pa.; St. Louis, Mo., Charleston, S. C., and Marietta, O., have a considerably greater annual rainfall than Salem, Oregon. The average annual temperature of Western Oregon is fifty-two degrees, the average winter temperature being forty-two degrees and the average summer temperature sixty-one degrees. The average annual death rate for the whole United States is about fifteen to the thousand, and for the state of Oregon it is only about ten and a half to the thousand, showing that the healthfulness of the climate of Oregon is exceptional, notwithstanding the fact that many invalids from the east come to this state for their health. There are no sudden changes of temperature nor extremes of heat or cold at any season.

The position which Marion county occupies in the

Willamette valley is certainly an important one, and Salem, as its chief mart and the second city of the state, controls superior opportunities. The surpassing richness of the valley surrounds it, and for miles in every direction all industrial and social interests look to Salem as their Mecca. The fact that it is the capital of so rich and growing a commonwealth as Oregon, gives it additional prominence at home and abroad. The general appearance of the city—its plan, its tasteful and elegant homes, its business streets, etc.—reminds one of a cultured New England city, but in public and private enterprise it is thoroughly imbued with western vigor. The people are wide awake and progressive in business and genial in social intercourse. The institutions of the city and county are such as an intelligent and prosperous community enjoy and support. The public schools are in an excellent condition throughout the county, and

private educational institutions are located at a number of places besides Salem. Church privileges are abundant, and a healthy tone pervades all ranks of society.

The scenic attractions of the region are varied and of a grandeur rarely excelled. It would not be possible to compass within the limits of a magazine article all the advantages which a city like Salem possesses, or to touch, even briefly, all the merits that would be of interest to the reader who is searching for specific knowledge of an exhaustive character. But a general view is given of the locality and the achievements of its people. A county with a population of twenty thousand souls and a property valuation of \$15,000,000.00 upon which there is only about \$2,345,000.00 indebtedness, having for its chief city the capital of the state, would seem to offer unusually strong inducements to the industrious home seeker.

#### MY HERO'S GRAVE.\*

He sleeps where the wild hell of battle  
Swept over tall Mission's proud crest ;  
He sleeps, where the hot breath of cannon,  
Had withered the bravest and best.

Ay ! dreamless he sleeps where he perished,  
Alone in the soft southern air,  
On that fell western slope, when grim carnage  
Held court and high carnival there.

Uncoffin'd, unknown, 'neath the daisies,  
Apart from all conflict and pain,  
No wild, thrilling call of the bugles  
Will 'wake him to battle again.

You ask, was he friend, or a foeman ?  
I know not—'t was only a grave,  
O'ergrown with the rank weeds of summer,  
Perch'd high o'er the Tennessee's wave.

What boots it to whom his allegiance,  
Or under which banner he fought !  
My hero, thy name, grave and station  
Alike have been almost forgot.

Perchance where the pine trees are sighing  
Above some lone desolate home,  
A sad soul is pleading in anguish—  
“ Dear God, will he never come ? ”

Or away in the fair sunny southland,  
The palm fronds are whispering low,  
“ Take heart, O, thou sad one, thy darling  
Has died with his face to the foe ! ”

No marble will tell of his glory,  
His manhood, his rank, or his years ;  
So I weave him this crown of green laurels,  
And pay my sad tribute with tears.

CORPORAL JOE.

\* In the summer of 1888 a skeleton was found amid the briars and weeds on the western slope of Mission ridge, where it had laid undisturbed through the winters and summers of the twenty-five years since that most sanguinary battle was fought.—C. J.

## TAKEN AT THE FLOOD.

## PART II.

IT is to be hoped that there is truth in the hypothesis that a worthy end justifies questionable means, else the myriads of small deceits and fabrications of which Allan Kirke was guilty during those days of his patient's convalescence will tell against him with old St. Peter, and lessen his chances of slipping past that argus-eyed gate-keeper into the portals of Paradise.

"Now, Hannah," he said to his sister, one morning when the new year was about two weeks old, "I shall bring her home with me to-day. Have the south chamber warm and everything in readiness for her by 11:00 o'clock."

"Don't be too confident, Allan, she may refuse to come with you, and insist on going straight to him."

"No, it is all arranged. I talked with her last night, and convinced her that the excitement of seeing him before she had fully recovered was liable to bring on a relapse. She has received the impression that her removal here is to be a sort of test of her strength, and that if she bears it well she will be allowed to go to him in a few days. Oh, Hannah, I feel at times as if I were almost as despicable a villain as he, for deceiving her so. Yet, I honestly believe that, had I acted otherwise, she would not have survived the blow. How she will meet and bear the disclosure, even now, God alone can tell. I never, in all my life, dreaded anything as I dread the moment when I must undeceive her. It does not seem possible that I can ever look into those innocent, confiding eyes and deal her such a blow. And yet, I suppose it is a thing that has got to be done."

Poor Doctor Kirke! He was not a man to shirk a disagreeable responsibility simply because it was disagreeable, nor to weakly procrastinate where no good was to be attained thereby. Yet all that day, and during the four days following the advent of Leonie Desmond into his household, he wandered about the premises constantly, but aimlessly, like a miserable spirit of unrest, dreading the task that lay before him, wishing it were accomplished and the worst well over, yet praying in his soul for some Providential interference by which he might be spared the ordeal. During that time he avoided his patient as much as he could, paying only a brief little morning and evening visit, and growing so nervous and constrained in her presence, that, could she have spared a thought for him, she must have seen that he was enduring mental torture of some kind. But she, loyal and single hearted, had few thoughts for any but the loved one whose features, flushed with fever and distorted

with pain, haunted her every hour. Her one longing by day and dream by night was to be with him, to cool his throbbing temples with her own hands, to soothe his troubled spirit with the voice he had once told her was the sweetest voice in all the world to him.

Meantime she grew stronger with every hour that passed, and pleaded earnestly to be allowed to go to her husband; and finally, on the morning of the fifth day of her stay with them, Doctor Kirke, feeling that the crisis could no longer be staved off, braced himself as best he could for the ordeal, and started to go to her apartment; but at that moment the door bell sounded, and an importunate messenger demanded the doctor's immediate attendance at the bedside of a patient.

"Go to her, Hannah," he said, as he took his hat to obey the summons. "Tell her I was just going to her, and that she may expect me the moment I return," then he went away, all unconscious that fate was, after all, going to be merciful to him and spare him the task he so dreaded.

Kind-hearted Hannah went dutifully to bear her brother's message, taking her sewing along, with the kindly intention of sitting and chatting a while with the unfortunate young creature, over whom her heart yearned in anxious solicitude.

It so chanced—if there really be such a thing as chance in all the universe—that the good lady's sewing, on this occasion, was a bit of mending on one of the doctor's coats, and as she sewed and rocked and talked, she failed to observe that an envelope worked its way, slowly but surely, out of one of the breast pockets of the cumbersome garment and slid softly to the carpeted floor, where it lay, still unnoticed, when she completed her task and took her departure from the room, twenty minutes later.

It was probably half an hour afterward that Doctor Kirke returned, and with the face of a brave man advancing on the scathing fire of a battery, went up stairs and entered the "south chamber," and there, stretched rigid and lifeless on the floor, he found Leonie Desmond. Clutched tightly in the cold fingers of one hand was the letter that Arthur Desmond had written him in the hour of his shameful flight, while near her, on the carpet, lay the letter from Australia that had proven the lode-stone he could not resist.

One quick malediction on himself for not having taken better care of the fatal missives, then all else was forgotten by Allan Kirke in his earnest, almost frantic, efforts to restore her to consciousness. But all in vain; for, though life returned to her, consciousness did not for many a weary night and day thereafter.

But what need to lengthen my story with a minute account of that long, long fight with heart-break and death? Suffice it to say that the new year had run its first quarter, and the buds of springtime were swelling, when once again Leonie Desmond was strong enough to leave her bed, and, with the aid of the protecting arm that had never failed her for a single hour through all that time of sorrow, to come down stairs and try once more to take up the burden of every day existence.

She looked so white, so fragile, so like a flake of snow that might vanish with a breath, that Allan Kirke, standing and looking down upon her, remembering all she had suffered and was still suffering, felt tears of pity well up into his eyes, and, lest she should perceive his weakness, bent down and touched her hair, as reverently as he would have stroked the green sod above his mother's grave.

"Little girl," he said, "do you know of what you remind me?" She glanced at him with a faint, wistful, pathetic smile, and shook her head. "A bit of thistle-down," he said, "floating just beyond my reach, and ready, at a careless touch or a chill breath, to vanish into the blue nothingness of space."

A few days later, chancing to find her alone when he came in, he was both startled and glad when she, for the first time, spoke to him directly of her trouble.

"Doctor Kirke," she said, "can you spare me a moment of your time? There is a question I must ask you."

He came at once and sat down beside her. "I would cheerfully devote a month of my time to you if by so doing I can lift one iota of the burden from your poor little heart," he said, and then waited in silence until she could speak.

"Have you received any word from—from him—since he—went away?" she faltered.

"None whatever, neither directly nor indirectly," he replied.

"Have you written to him?" she queried, with her questioning eyes searching his face.

"I have not. I thought best not to act independently of your instructions. If I have your permission, I will write to him at once."

"If you will copy this and send it to him in your name, without adding a syllable to it, I will be deeply obliged."

He unfolded the bit of paper and read:

TO ARTHUR DESMOND,

Melbourne, Australia.

*Sir:*—Feeling that you may be resting under a very serious misapprehension, I take this means of informing you that your wife, Leonie Desmond, is alive and in fairly good health.

DR. ALLAN KIRKE,  
Portland, Oregon.

He arose, without a word, to comply with her request; but she also arose, and laid her hand upon his arm detainingly.

"One moment, doctor," she said. "Will you give me your promise never to write a line to him without my knowledge and consent?"

"Certainly I will, most freely," he answered. "I have neither the right nor the wish to communicate with him, except at your command."

"I thank you," she murmured, and sank down again, weakened and trembling from the momentary excitement.

"My brave little woman," he said, in gentle approval, touching lightly the hand that had lain for a moment on his arm.

"If the scoundrel waits for cringing, pleading appeals from her, he will not come back very soon. She is clear grit, thank heaven," he mused, as he sat in his study and copied the few terse lines she had given him.

Later in the day, as he was preparing to go out, she gave him a letter to post. When he took it from his pocket, afterward, to drop it in the box, he would have been less or more than human had he not glanced at the superscription. It was, "Rev. Alfred C. Bell, Rector St. ——— Church, Fredericksburg, Canada West."

Three weeks later he brought to her, one evening, a letter post-marked "Fredericksburg, Canada West." She opened it in the presence of his sister and himself, and, handing it to him, said, in a voice that was eloquent with feeling—

"My dear friends, you have asked of me no credentials; you have opened to me your hearts and home in the face of a cloud that would have closed the door of many a Christian house against me; you have done for me everything, and asked of me nothing. Because I have been silent, I trust you have not thought me unappreciative. Heaven grant that I may, in time to come, be able to prove my gratitude. At the present, the most I can do is to give you proof of my innocence of any intentional wrong doing. That proof, so far as my connection with Arthur Desmond is concerned, you will find here. Please read it."

"I will do so because you wish it," he replied, with scarcely less emotion than she evinced, "but I require no such proof to refute anything derogatory to you. The impress of a stainless soul is stamped upon your face, and is visible in your every act."

At these words she bowed her head and gave way to the first tears he had known her to shed through all her trouble.

The letter was brief, but very much to the point. It said—

MY DEAR MRS. DESMOND:—Most certainly I remember having had the pleasure of officiating at your wedding, just four years ago, on the 6th inst. Enclosed is a duly certified copy of the entry made in the church register on that momentous occasion, with names of witnesses, etc., which will, I hope, comfort you for the loss of the certificate you so much regret.

Most respectfully yours to command,

ALFRED C. BELL,  
Rector St. — Church,  
Fredericksburg, Canada West.

“You have lost your original certificate?” said Doctor Kirke, interrogatively, as he returned the documents to her.

“It has—disappeared,” she replied, hesitatingly.

“Of course,” thought he, “a scoundrel who could desert his wife on her death bed, as he believed, would be capable of stealing her marriage certificate.”

After that, the weeks glided uneventfully into months, and there came nothing more to disturb the serenity of Doctor Kirke’s household. Leonie Desmond seemed simply to fall resistlessly into the place assigned her in the hearts and home life of the doctor and his sister. When the summer months had come and gone, and she found her veins pulsating with renewed life and strength, she made a brave effort to throw off the blight of sorrow, the fatal inertia that had so long held her captive, and kept at bay every budding incentive to work or hope. In this effort she was warmly seconded by Allan Kirke; and when, one day, she expressed to him a desire for some steady employment, his heart leaped with sudden hope for her, for he was too thorough a physician not to know that, for a mind diseased, there is no specific like healthful employment for the brain and hands.

To his inquiry as to the kind of employment she would prefer, she replied that she was fitted for a teacher of the English branches of study in any school, but that she was especially qualified to teach drawing, as her talent lay in that direction, and she had studied with a view to making it a means of livelihood.

“My parents died when I was very young,” she said, referring, for the first time, to her girlhood’s history, “and a wealthy aunt, living in Toronto, reared and educated me, but cast me off forever on the day that saw me Arthur Desmond’s wife. She never liked or trusted him.”

“Sensible, far-seeing woman,” was her listener’s mental comment, though aloud he only said: “I think I know of a vacancy in one of our most select schools that will be just the thing for you. If you can give me a specimen of your work and methods, I will see about it at once.”

In less than a week Doctor Kirke had the satisfaction of seeing his young protege safely installed in

the said vacancy, and of watching the light of interest and enthusiasm grow brighter and deeper in her beautiful eyes with each passing day.

“If she can only forget—only learn in time to forget,” was his thought, and his veins tingled with the first wild thrill of a passion that was destined to sway his manhood’s strength as the prairie gale rends the tossing verdure in its path.

The fire of a holy love, when once set alight in the souls of such men as Allan Kirke, is a deathless flame. Though it be deluged with the cold waters of indifference, or smothered in the gray ashes of misfortune and despair, it smoulders on, a living brand, oftentimes to burst aglow in the very portals of eternity, when, no longer a thing of earth, its blazing pinions light the disembodied soul across the Stygian river.

Infinite patience and unselfishness, and a god-like power to endure and wait, are the materials from which nature moulds such men, and the ingredients being rarer than black diamonds is the reason, my reader, why men of that calibre are not as plentiful as milestones along life’s pathway.

Allan Kirke could never tell—nor did he ever try—the exact moment when the tinder of his love for Leonie Desmond first felt the flame of the inceptive match. He simply came to know, as time went on, that she was dearer to him than all else in life, except it be honor. But ever close in the wake of that sweet knowledge crept the death’s head of hopelessness. “She is not for me, not for me,” was the daily lesson he taught himself to con, as the months rolled into years, and the years in turn stole silently away. Yet, Tantalus-like, his eyes kept ever turning to the forbidden waters of the might-have-been; and at times a vagrant hope, borne of the perpetual wish, would spring up and dance, mirage-like, before him, until, in some maddening moment, it would fade into thin air before a quiet glance from her eyes, or a saddened undertone in her voice.

There were times when it taxed his self-control to the utmost to prevent his eyes bearing messages to hers that would have betrayed him. He could close his lips resolutely on the words that he dare not utter to another man’s wife; he could lock his fingers together in a clasp of iron to check their impulse to close over the little hand that rested confidingly on his arm; but his eyes he could not always dominate. They were the most striking feature of a wholly striking face, and they had a way of playing fast and loose with his thoughts sometimes that made him tremble. Not for all his hopes of the here and the hereafter, would he have risked wounding her with a revelation of his feeling. Her every word and act seemed to imply that she regarded herself as much a wife as

though the husband of her choice had never abandoned his place at her side.

And so he struggled on, with alternate hope, fear, and despair, until a certain New Year's eve, six years subsequent to the night upon which she had first been cast upon his guardianship.

It seemed a pity, almost, that after six years of such valiant self-control, there should come a moment at last when lips, hands and eyes, as if by preconcerted design, should simultaneously cast off the thralldom of his will, and convict him, in her eyes, beyond hope of retraction. Yet so it was.

He had brought her a delicate gift of hot-house flowers for the New Year, and they two were standing alone by the parlor hearth when he gave them to her. She slowly detached a red, velvety rose from its mates, and held it up against the dark, rich braid of her hair.

"Now if you could fasten it there for me, Allan," she said.

It was the first time he had ever heard his Christian name from her lips, and the little dash of hesitation before she uttered it, together with the shy smile she gave him, set all his soul athrill with a wild, unreasoning hope. He took the rose from her and tried to do her bidding, but his hand trembled so that the petals were shaken, in a crimson shower, down upon her arms and bosom.

Was it a look, a touch, or only the subtly sweet breath of the rose, that did the mischief? Who can tell? In one instant his fine face—his entire being—was aflame with the pent-up feeling of years, and catching her hand in his, he bent low and whispered:

"Leonie, oh Leonie, is there no hope for me?"

What she would have said or done—whether she would have started from him in affright and aversion, or warmed his trembling soul with some tender word or glance, he was not destined just then to know, for at that supreme moment the door opened and his sister's placid face appeared upon the scene.

"Allan," she said, "there is a man out in the hall who brought this letter for you, and says he must wait for your answer."

Of course there was but one thing to be done. He controlled his face as best he could, took the letter in silence, broke the seal and read it, still standing by the hearth.

Leonie had taken refuge in a big arm chair at the moment of the interruption, and sat toying thoughtfully with her flowers. Presently she was struck with the thought that Dr. Kirke took a long time to read his letter, and that he was oppressively silent about it. She turned her head slightly, and glanced up at him. He was looking, not at the paper in his hand, but straight at her, his face colorless, and every

feature set and rigid. In his eyes was a dreadful look; she could not analyze it, but knew, instinctively, that it meant trouble for him, of some sort, and in some way connected with herself.

"Oh, what is it?" she said, rising and going to him, and her voice was unconsciously hushed and awe-struck. "You have bad news! Is it—is it—"

"Don't," he said, abruptly, as if the sound of her voice had hurt him. "Don't ask me; I must think." And he stepped aside quickly, as if to avoid the touch of the hand she was about to lay on his arm.

For another long, miserable minute he stood still, striving to think, then turned away and went out into the hall, where a stranger awaited him.

"Come," he said, "I will go with you; that ought to be a satisfactory reply to him who sent you."

His sister had followed him, and now helped him to put on his overcoat, troubling him with no questions. At the door he turned and put the letter in her hand, with a look that said "Be silent."

She went to her own little sitting room and read it—

DR. ALLAN KIRKE,

*Dear Sir:*—I have come from Australia to find my wife, Leonie. Can you tell me where she is, or furnish a clue by which I may discover her whereabouts? I anxiously await your reply at the —— hotel, this city.

Respectfully,

ARTHUR DESMOND.

Allan Kirke followed his guide to a private parlor in the —— hotel, where he found Arthur Desmond awaiting him. The latter sprang up at his visitor's entrance, and held out his hand, his dark, handsome face revealing no doubt that it would be promptly taken. But Allan Kirke drew back haughtily, and his face flushed darkly. He could more easily have surrendered his hand to the slimy coil of a puff adder than to have extended it to Arthur Desmond.

"I trust you have not forgotten me, Dr. Kirke," said Desmond, a disconcerted look passing over his features.

"Forgotten you? You?"

The words were few and commonplace enough, but there was that in the tone and emphasis with which they were uttered that went true to the mark, and a goodly portion of the assurance in Desmond's face, voice and manner seemed to shrivel up and drop out of sight.

"Ah, I see how it is, Dr. Kirke; you have neither forgotten nor forgiven me. Well, from your standpoint, of course, you are justified; I do not deserve forgiveness. Still, of every story there is more than one version, and if you will be seated and allow me to tell you—"

Allan Kirke checked him with a motion of his hand.

"Spare me, Arthur Desmond, if you please, any recapitulation of the disgraceful story of your past. Nothing that you, or any human being, can say, can alter the fact that you basely deserted your young wife, when she lay, as you thought and hoped, on her death bed. As if that were not enough to brand you for perdition, you most grossly maligned her when you thought death's seal upon her lips would prevent her ever refuting your lie. All this you did for what?—for money! Faugh! hell is teeming with lost souls that are white in comparison with yours."

Arthur Desmond's face grew livid, and for an instant his eyes scintillated with a deadly gleam. But the steady gaze of the man before him seemed to pierce him through and through like cold steel, and, coward that he was, he was afraid to utter the angry words that trembled on his lips. At length he spoke.

"You are hard upon me, Dr. Kirke; but if you come to me as Leonie's friend, I give you leave to say what you please. Can you tell me where she is?"

"If I could not I should scarcely be here. But whether I will do so depends upon the nature of your errand. Look me in the face, Arthur Desmond, and if the truth be in you, tell me what is the feeling or motive that actuates you in coming back, thus, almost from the antipodes, after six long years, to disturb the peace of the woman whose life you have completely wrecked?"

"Dr. Kirke," said Desmond, taking a step forward and speaking with a strange, impressive earnestness, "if I answer you truthfully, you will laugh in my face; nevertheless, I will so answer. I came back because I love Leonie, the sweet wife I in a moment of madness deserted—because I have never been able to forget her for a single hour—because, with every day that has dawned in all these six long years, I have cursed myself for my baseness—cursed the hour of my temptation, and the stern, selfish old man from whom it emanated. Lastly, I have come because I can not longer live without her. I have come to win her back, and I will try to clasp her to my hungry heart, or I will put an eternal end to the torment I am suffering. If, as you charge, I deserted her solely for money, I have, also, relinquished money—a cool million and a half—for her sake. My uncle, on his deathbed, cut me off with half a million, because I revealed to him the fact of my marriage, and thus frustrated his design of marrying me to his niece. I have come for my wife, Dr. Kirke, but if she receives me as you have, God help me."

There was no mistaking the heartfelt earnestness and magnetic power of the man, and Allan Kirke, as he listened, bravely laid out the corpse of any hope

he had ever had of winning Leonie Desmond to forget the love of her girlhood. At length he said—

"Well, Desmond, if you have really come to your senses, and mean to do right by her, I can only wish you God speed. But oh, man, I hope you realize what you have made her suffer. I hope you know that half a century of love and truth and tenderness can not obliterate the scars you have cut upon her little heart."

"I do realize it all, Dr. Kirke, and so help me God, the aim of my life henceforth shall be to make atonement to her."

"Amen," was the solemn response.

An then, with the assurance that he would communicate to him, in the morning, his wife's wishes in regard to an interview, Allan Kirke withdrew, and went slowly homeward; and with each reluctant step he was picturing to himself what his home, his life, would be henceforth, without that dear presence.

As he crossed the lawn and neared the house, he could see her through the meshes of the lace window draperies, still sitting by the hearth where he had left her, gazing dreamily into the dying embers.

He stood still and asked himself: "Can I go in there and tell her now? Must I stand by and see the love light leap into her eyes at the glad tidings that he is near? Surely I may spare myself that."

And instead of going to her, he went to his study and scrawled a hasty note—

The enclosed letter is the one I received to-night. I have been to the hotel, have seen him and talked with him. Can only say that he seems truly penitent, and asserts that he has never ceased to love you, and to regret his desertion of you. It is a matter in which I can not venture to advise you, Leonie; you must obey the dictates of your own heart and judgment. I have promised to let him know early to-morrow if you are willing to see him. God help you to decide aright.

ALLAN KIRKE.

Calling his sister, he sent her with the note and letter, to Leonie; then passed the greater part of the night pacing the floor of his study.

"She wasn't half so surprised and startled as I expected she would be," said Hannah, meeting him as he came down stairs next morning. "When she had read his letter she just looked at me, with her sweet eyes all aglow, and said she: 'Aunt Hannah, I've waited six long years for this moment.' Then she kissed me and ran out of the room, and that was all of it. Goodness knows I hope he will not take her far away from us, for she's just growing into my heart strings;" and Hannah buried her face in an ample cambric handkerchief, and gave way to tears.

Her brother, to whom the relief of tears refused to come, turned quietly away and went to summon the man who was going to desolate his life.

Afterward he started off on a long, wearisome round of professional visits, and spent the remainder of the day wandering restlessly about town. Not until the streets were gemmed with gas lights did he go home.

"Home!" He repeated the word to himself, and vaguely wondered at its empty, meaningless sound. Henceforth one spot would be as much a home to him as another. He even grew a little bitter and rebellious, and wondered if men were endowed with hearts and the power of loving sacredly, only as a means of torment for them. His soul cried out with Shakespeare: "O, how bitter a thing it is to look into happiness through another man's eyes!"

Again he stood outside and saw Leonie sitting in in her favorite chair, by the hearth; and he knew that she was waiting for him to come and speak to her, and to participate, in a brotherly way, in her regained happiness.

"I'll just go in and have it over, once for all," he muttered, and in a moment he was standing beside her, looking down into her upturned face and saying—

"I want to tell you, Leonie, how glad I am, for—your sake. I shall pray for your peace—your happiness."

He tried, oh, so hard, to make his voice steady and calm; but it trembled, after all, and his eyes wavered and grew dim with a mist of tears, as he looked at her.

She said nothing, but lifted her luminous eyes once more to his face, with a glance that bewildered him, then reached up, and taking his hand in both her own, drew it down and pressed it first to her lips, then to the soft, warm velvet of her cheek, where she held it in a silent caress.

A wild thrill of despairing love swept over him and shook him as the veriest reed is shaken in a storm. One long minute thus; then she arose and stood before him.

"Allan," she said, in her beautiful, low, clear voice, "do you know that I have sent Arthur Desmond forever away from me?"

"What!"

He distrusted his senses, and thought he could not have heard aright.

"It is quite true, Allan, I have sent him back to Australia. I have convinced him that the girl who once loved him with all her soul, is no more, and that the woman who stands in her place has set herself a standard that such as he can never attain. Why do you not speak, Allan? Are you sorry that I am not going to leave you?"

"Sorry! God in heaven, Leonie, can this really be true?"

"It is true, Allan."

"And what does it mean? Oh, Leonie, what does it mean?"

"It means, Allan, that having found a real diamond, I never again can soil my womanhood with paste. No, no," drawing away from him as he put out his arms with a quick, glad movement, "no, Allan, not that; all must be just as it has been. I am not free—I—"

She could not complete the sentence, for his arms were about her, his lips persistently seeking hers.

"Darling," he said, when he let her go, an hour later, "I am brave now; after this hour I can defy all eternity to take you from me. What is time or space to us now, dear? True, you are not free; but I can wait until such time as you feel willing to let the law of our land free you. I will go to Scotland for a time. I have long wished to visit Aberdeen, the birthplace of my parents, and I will remain abroad a year—two years—five years—or until I receive from you the magic message 'I am free.'"

"But Allan, I shall miss you so; why need you leave me?"

"Why need I leave you?" he echoed. "You, yourself, have said it, dear—you are not free."

"I have never been free since you have known me, Allan, yet how happy we have been together."

"Heavens! How like a woman's logic that is."

He took her face in his hands, and smiled into her earnest eyes.

"Little woman," he said, with a thrill in his tender voice, "do you recognize no difference between the then and the now? Do you think I am going to be as good a boy in the golden future as I have been in the gray past? If so, how much you have yet to learn of Allan Kirke. No, dear, it is best that I go away for a time. In proportion as you miss me, you will hasten the time of my home-coming, and—hark! there goes the door bell; a summons for me, probably."

Even as he spoke, a servant entered. "A call for you, sir, and a carriage waiting at the door," said the maid.

He bade Leonie a silent good-night with his eyes and went out.

"I have been sent in great haste for you, Doctor," said the messenger at the door, "a man has shot himself at the —— hotel."

Allan Kirke started, and asked quickly, "Who is the man?" for the name of the hotel mentioned was that at which he had met Arthur Desmond.

The man only answered, "Can't say who, sir," and away dashed the carriage through the night mists.

Something seemed to say to Allan Kirke that it was Arthur Desmond he was going to see, and the premonition proved true. In the same little parlor



## THE GENEALOGY OF OREGON.

WHEN, half a century hence, the student gazes upon the map of the United States and sees one unbroken line of sovereign states from the Atlantic to the Pacific, and then turns to the map of to-day and finds that more than a thousand miles of territories intervene between the solid wall of states on the east and their sister commonwealths bordering on the Pacific, he will be certain to ask how it happened that in the history of the development of America the wave of civilization swept over such a vast region and broke on the narrow strip at the utmost western verge of the land; how it was that before Minnesota became a state California entered the Union, and that just after Minnesota entered the gate, and while Kansas and Nebraska were still in territorial vassalage, Oregon passed the guarded portals of the nation and became a sovereign state. There were then no highways of commerce binding these western states to their sisters by parallel bands of steel, no telegraph lines along which flashed the electric spark of intelligence, none of the multitude of conveniences and common interests that unite and are enjoyed by the two sections to-day, or the still greater multitude that will be known at the time the student of fifty years hence shall ask these important questions. Let us answer him now, and not only him but the thousands of to-day to whom these great facts are unfamiliar, and who wonder why it is that "way out west," in the land of the setting sun, in the region "where rolls the Oregon" in all the grandeur, but with none of the solitude, referred to by the poet, there has for thirty years been a state of our common Union, to reach which one must traverse more than a thousand miles of territories.

Oregon and California, two sister states of the Pacific, have a lineage and history as diverse as Maine and Florida. How California was conquered from Mexico by Fremont and Stockton, how the gold discovery of 1848 brought to its shores the wild rush of humanity of 1849, and carried the state into the Union in 1850 without passing through the territorial stage, is a matter of almost common knowledge. Such an air of romance clings to

The days of old,  
The days of gold,  
The days of '49,

that there is little fear of the main facts of the genealogy of California passing from the minds of the youth of America. Not so with Oregon, the brightest gem in the crown of the indomitable pioneer, who has carried the principles of a free people and a representative government from the Atlantic to the Pacific, and made them the enduring foundation of the grandest

nation the world has ever seen. No chance discovery of hidden gold, no meteoric flight, brought Oregon within the charmed circle, but the sterling patriotism, the patient endurance, the unflagging industry and zeal of the sturdy pioneer men and women of America carved it from the wilderness of "continuous woods" and made it a state, worthy to rank with the older members of the great sisterhood. Twenty years of patient effort, amid discouragements unnumbered and dangers bravely encountered, were required to complete the period of its birth, and it is this story, briefly told, which should be recited to every citizen of the Union for all time to come.

When, a little more than a century ago, the United States sprang into being as a nation, Oregon was known in name only, and that name was applied simply to a great river which was supposed to flow westward from the Rocky mountains to the Pacific, but whose source, mouth or any intermediate portion no white man had ever seen. This river was known to Americans and Englishmen as the Oregon and the River of the West, while the Spaniards called it variously Rio de Aguilar and Rio de los Reyes. As a matter of fact, the country north of California had no name by which it was distinctively known, and no Caucasian had ever placed foot on the soil of either Oregon or Washington. In 1792 Captain Robert Gray, in the American ship *Columbia*, discovered and entered this large River of the West, and named it Columbia. A few weeks later Captain George Vancouver, in command of an English exploring expedition then on the coast, having heard of Gray's discovery, appeared off the mouth of the river, and sent one of his vessels, the *Chatham*, under the command of Lieutenant W. R. Broughton, into the river, and this officer ascended the stream in a boat a distance of one hundred and twenty miles. The same year Alexander Mackenzie, a member of the Northwest Company, a Canadian fur company, made the first overland journey from the east to the Pacific, reaching the ocean on the present coast of British Columbia. He discovered Fraser river, which, upon his return, was supposed to be the same stream the mouth of which Gray had entered the same year. This error was not corrected until twenty years had elapsed, and the stream was then named in honor of Simon Fraser, who had established a post in that region for the Northwest Company, in 1805. Meanwhile, the United States had taken steps to perfect its title to the region drained by the Columbia. In 1803 President Jefferson negotiated a treaty with France, by which all the territorial rights of that nation in North America were conveyed to the United States for the sum of \$15,000,000.00. Under the title of Louisiana, France claimed all that region to the north of the

Spanish possessions of Mexico and California, and west of the Mississippi river. On the north and west of it was a very indefinite boundary, and it is very questionable whether the French title added much strength to the claim of the United States to that region bordering on the Columbia river. From the Mississippi to the Rocky mountains it was good enough as far north as the headwaters of the Father of Waters, but west of the great continental divide the French had no claim whatever except the uncertain one of "contiguity," which its successors to the title made the most of in the subsequent controversy with Great Britain.

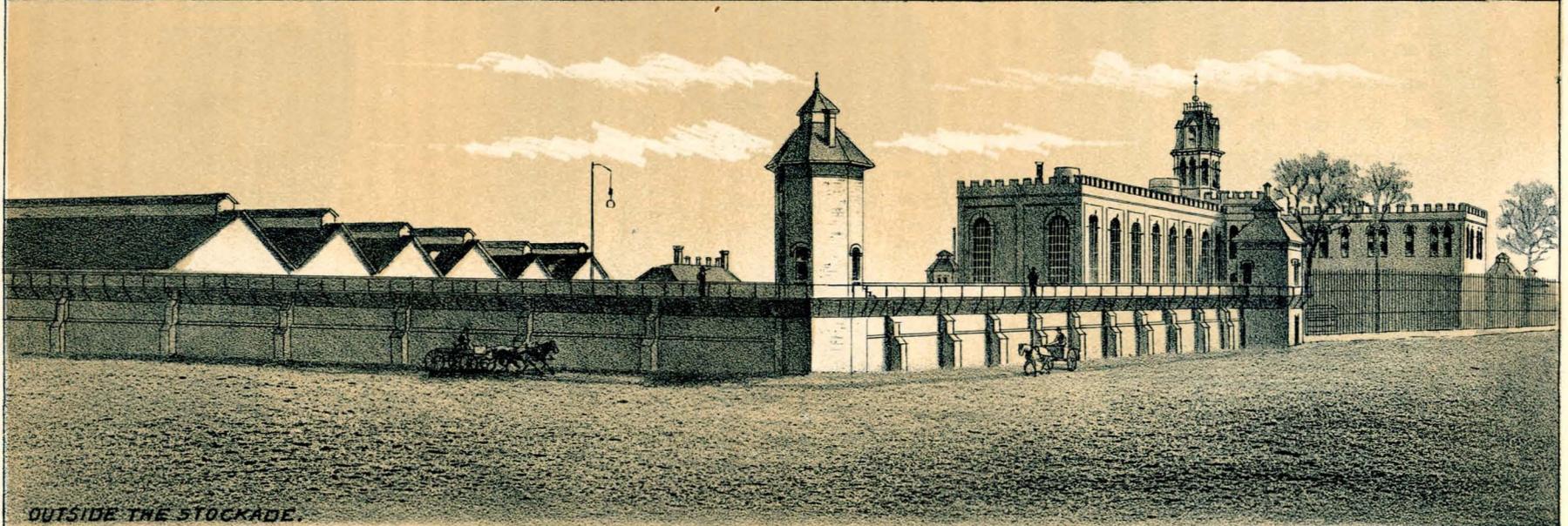
Immediately after purchasing Louisiana, congress dispatched an exploring expedition, under the command of Captain Meriwether Lewis and Captain William Clarke, who left St. Louis in 1804, and returned again in 1806, having twice traversed the distance between that city and the mouth of the Columbia. They made a fairly accurate map of the region within a hundred miles on either side of their route, and for the first time something definite was known of the character of the country and the native tribes occupying it. In 1810 John Jacob Astor organized the Pacific Fur Company and dispatched two expeditions to the mouth of the Columbia, one by sea and one by land. The ship *Tonquin* arrived off the river in March, 1811, and Mr. Astor's partners built near the mouth of the stream a post which they called Astoria. This was the first actual settlement on the Columbia, though an unsuccessful effort had been made the year before by American traders at Oak Point, some forty miles up the stream. The land party, after the most terrible experiences, reached Astoria in February, 1812. Upon learning of Astor's plans, the Northwest Company sent a party overland, but it did not reach the mouth of the Columbia until three months after Fort Astoria was built, and at once returned. The war of 1812 gave the English company another opportunity. A second party was dispatched overland, which reached Astoria in the spring of 1813, bringing intelligence of the hostilities and of the disheartening fact that an English war vessel was on the way to capture the fort. Under stress of circumstances the property was sold to the agent of the Northwest Company in October, and in December the fort was surrendered to the commander of the *Raccoon*, which had come for the purpose of capturing it.

In 1817 the United States dispatched the sloop *Ontario* to the Pacific, to receive the surrender of Fort George (Astoria) in accordance with the terms of peace at the treaty of Ghent, notice of intention to reoccupy the captured fort having been given two years before. This brought matters to a crisis at

once, and a spirited discussion of the subject followed, involving the question of abstract rights by discovery and absolute rights by possession, both parties claiming under both titles. The claim of the United States to title was four fold: First, as a portion of Louisiana, purchased from France in 1803; second, by right of discovery by the Spanish explorers, Ferrelo in 1543, and later Perez, Aguilar, Heceta, Bodega y Quadra (Cuadra) and others, the benefit of whose discoveries accrued to the United States by the Florida purchase made in 1819, (this title was not asserted in the first negotiations, as the purchase was made subsequent to the first temporary settlement); third, by reason of the discovery of the Columbia river by Captain Robert Gray, in 1792; fourth, by reason of the explorations of Lewis and Clarke and the establishment of posts at Astoria and two other points by the Pacific Fur Company, denying that the sale of these posts, effected under duress of threatened capture by a man-of-war, was such as to effect the right of the United States to the benefits to be derived from settlements made by its subjects, especially as the terms of peace provided that they should again be surrendered to the United States government. On the contrary, Great Britain claimed that the country north of the forty-second parallel was originally discovered by Francis Drake in 1578. Drake was an English freebooter, who plundered the Spanish commerce in the Pacific, and was knighted for his success in that business. Ten years later, he commanded a portion of the fleet which defeated the great Spanish armada sent by King Philip to overwhelm England. To make this claim effective, it was necessary to deny that the prior voyage of Ferrelo had extended as far north as the Oregon line. As the coast had also been explored by Cook and Vancouver, and had been visited by Meares and other English fur traders, all between 1775 and 1793, these facts were urged as supplementing the original discovery of Drake. It was also necessary to deny that Gray discovered the Columbia river, and to do this it was claimed that the entrance of the river by him was but one step in a series, that the discovery was a successive one, participated in by Heceta, Meares and Vancouver, who had observed the mouth but supposed it to be only a bay, by Gray, who had actually entered the estuary of the river, and by Broughton, who had explored it in a boat for a distance of one hundred and twenty miles. Its claim by right of possession was based upon the establishment, in 1805, of a fort on Fraser lake, by Simon Fraser, an agent of the Northwest Company, and the purchase, by the same company, of the property of the Pacific Fur Company, the Northwest Company then holding possession of the Columbia region by means of posts at Astoria and other points along

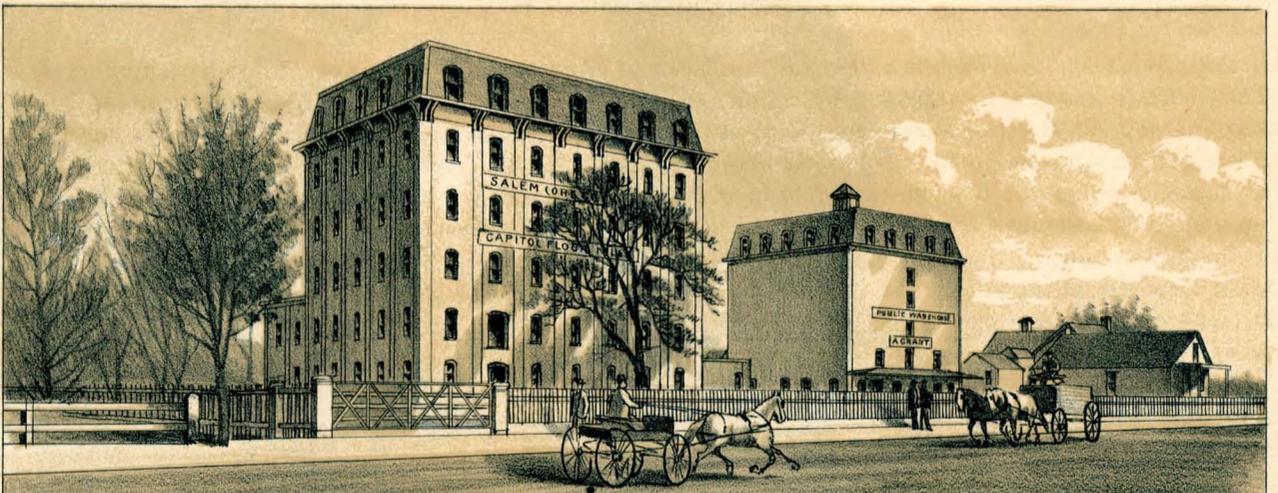


INSIDE.

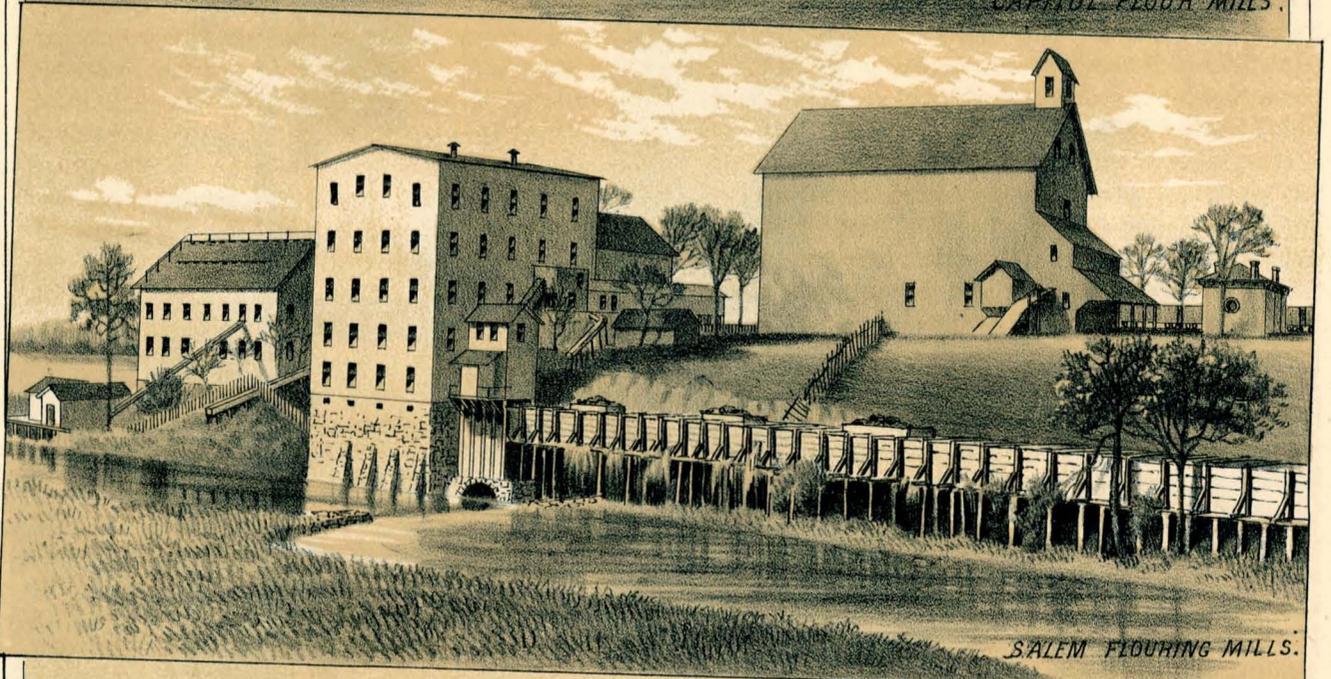


OUTSIDE THE STOCKADE.

· OREGON · STATE · PENITENTIARY · SALEM ·



CAPITOL FLOUR MILLS.



SALEM FLOURING MILLS.



AGRICULTURAL WORKS.

SALEM, OREGON.

the river. With such undeniable rights and equities on both sides, a complete surrender by either was impossible, and after a full discussion, a treaty of joint occupation for ten years was agreed upon, by which nominal possession of Astoria should be given to the United States, but actual possession and ownership should remain in the Northwest Company, an English corporation.

In 1819 the United States government added the Spanish title to its claims by the Florida purchase, which also included all Spanish claims north of the forty-second parallel. During the ten year period the question was spasmodically discussed in congress, and much correspondence on the subject passed between the two governments. The United States urged its Spanish title as its right by original discovery, also that the mouth of the Columbia river was hers by dual right of discovery and settlement; and, therefore, following the general rule which had been observed by European nations in colonizing America, all the country tributary to the river and its confluents was also subject to her dominion. As the Columbia sweeps northward to the fifty-third parallel, it was urged that, by this title alone, the government had indisputable right to the whole region lying between the forty-second and fifty-third parallels. In 1820 the Czar of Russia issued an imperial ukase, by which exclusive title was asserted on the coast from the Arctic ocean as far south as the fifty-first parallel, based upon original discovery and undisputed occupation for upwards of fifty years. Both England and the United States formally protested, and separate negotiations by both governments were carried on with Russia, resulting, finally, in the full acknowledgement of Russian title as far south as fifty-four degrees and forty minutes, which at once became the northern limit of the claim of the United States. Another step was the promulgation of the celebrated "Monroe doctrine." In his message to congress December 2, 1823, President Monroe said that the "American continents, by the free and independent position they had assumed, are henceforth not to be considered as subjects for colonization by any European power." This elicited a formal protest from both England and Russia. In February, 1824, General Jessup submitted to congress a proposition to establish a chain of posts from Council Bluffs to the Pacific, by which, "at the expiration of the privilege granted to British subjects to trade on the waters of the Columbia, we should be enabled to remove them from our territory and to secure the whole trade to our citizens." Great Britain was justly offended at this proposition to forcibly expel her subjects from the disputed territory, and it did much to complicate the future negotiations.

As the ten year period of joint occupation drew near to its close, new commissioners were appointed and the whole subject was again opened. The claims of the United States, as previously outlined, were again urged, and the proposition was made to divide on the fifty-first parallel, Great Britain taking all north of that to fifty-four-forty. Great Britain declined to acknowledge the claims as set forth, and urged substantially the same claims as in the previous discussion. After a number of communications had passed, the English commissioners proposed that the boundary line follow the forty-ninth parallel west until it struck the Columbia, and then the main channel of that stream until it reached the ocean, navigation of the river to be open and free to the subjects of both governments. As a counter proposition, the American representative offered the forty-ninth parallel to the ocean. The difference was that in the latter case all of Washington Territory west of the Columbia and the southern portion of Vancouver island would belong to the United States, and in the former to England. Neither proposition was accepted, and negotiations were closed, but in 1826 were again reopened, when another commissioner was sent to London. England again offered the line of the forty-ninth parallel and the Columbia river, with a sop in the shape of a slice of Washington south of Gray's harbor and Hood's canal thrown in. The American proposition was the same as before, with free navigation to the sea from all branches of the Columbia lying north of that line. The claims of title were substantially the same as before, except that the United States added that of "contiguity," claiming that the populous settlements in the Mississippi valley constituted a strong claim to the extension of authority "over the contiguous vacant territory, and to the occupation and sovereignty of the country as far as the Pacific ocean." The pioneers who, a few years later, toiled wearily across the miles of plain and mountain separating the Mississippi valley from that of the Willamette, were not so forcibly impressed with the "contiguity" of the two as was Mr. Gallatin, the American commissioner. To offset England's claim of settlement and possession by reason of Fraser's post and other posts of the Hudson's Bay Company, which had at that time absorbed the Northwest Company, Mr. Gallatin denied that mere fur trading factories, being simply private enterprises, could be considered settlements such as were necessary to perfect the title of a nation to an extended region; but by doing this he discredited the best title of his own government, based upon the founding of Astoria by the Pacific Fur Company; also, by a simple process of reasoning, the discovery title claimed through Gray's discovery of the mouth of the Columbia, since Gray

was simply a fur trader and was not engaged in a voyage of exploration or discovery, as were Cook and Vancouver. No agreement as to the boundary line could be reached, and in 1827 a treaty was signed extending the period of joint occupation indefinitely, to be terminated by either party upon giving a year's notice.

During this time, and for fifteen years thereafter, subjects of Great Britain had almost sole possession of the Columbia region, having established posts on all the chief tributaries of the Columbia. To be sure, several parties of American trappers made strong efforts to establish themselves, especially Captain B. L. E. Bonneville and Nathaniel Wyeth, the latter representing a Boston trading company, but so complete was the hold of the Hudson's Bay Company upon the allegiance of the natives that these American intruders found it impossible to do business with them, and were compelled to abandon the effort. In 1834, however, began a new era. A new element was then introduced, which paved the way for complete American ascendancy. Rev. Jason Lee and a party of assistants were sent out by the board of missions of the Methodist Episcopal church, and founded a mission in the Willamette valley, but a short distance from the present site of the city of Salem. From the mission school then established has been evolved the Willamette university, located at Salem, one of the leading educational institutions of the state. Only two years later the American Board of Commissioners for Foreign Missions, representing the Congregational and Presbyterian denominations, dispatched a missionary party, at the head of which was Dr. Marcus Whitman, who, with his devoted wife, fills a martyr's grave on the spot where he labored so long for the welfare of those who took his life. This mission was established at Waiilatpu, in the Walla Walla valley, near the border line of Oregon and Washington as now constituted. Other missions were founded in Oregon and Washington as branches of these two, and in 1838 the Catholics entered the field. The representatives of this sect were British subjects and made their headquarters at Fort Vancouver, pursuing their missionary labors zealously throughout the entire region dominated by the Hudson's Bay Company, and founding subordinate missions in many widely separated localities. Between them and the Protestant missionaries a bitter hostility soon sprang up, and the ignorant savage was pulled hither and thither and given to understand that he was the bone of contention between two religions, the representatives of each of which declared by word and deed that the other was false. In the work of proselyting, the Catholics were the most successful, and the Protestant missions, as such, were

discontinued within ten years, though not fully so until the noble Whitman, with his wife and eleven others, was murdered by his savage and misguided charges. If the "blood of the martyrs is the seed of the church," then ought the church reap a rich harvest in this land of the Columbia. At all events it was the seed of the state, for the missions were the foundation upon which American settlements were established, and from these grew the state.

As soon as the missions were founded, they became the nucleus about which a few Americans gathered. Some of these men were independent trappers who had become enamored of the lovely Willamette valley, and had come here to settle down from their life of danger and excitement. Some of them were sailors, who had concluded to abandon the sea and dwell in this land of plenty, while still others were of that restless, roving class who had, by one avenue or another, reached this region in advance of the waves of immigration which swept into it a few years later. Including the arrivals of 1840, there were in the fall of that year one hundred and thirty-seven Americans in Oregon, nearly all in the Willamette valley, about one-third of whom were connected with the missions in some capacity. There were also sixty Canadian settlers, former employees of the Hudson's Bay Company, who had left the service of the company and settled in the Willamette valley. In this enumeration the officers and employees of the Hudson's Bay Company are not included.

Now again a new element made its appearance, the genuine emigrant in his white-topped wagon, though, as a matter of fact, the wagons of the first two years failed to complete the journey. Then began that steady stream of young and vigorous life which has annually flowed into Oregon for nearly half a century, the end of which will not be seen for many years. Deep and moving causes existed for this living stream to force its way through rocky barriers and alkali deserts, and cut a deep and lasting channel to Oregon. Trappers returning to St. Louis had sung the praises of the lovely and fertile valley of the Willamette, where winter was unknown and the grass remained green the year round. The western frontiersman caught up the refrain as it passed from cabin to cabin, and in a few years the tale was an old one with the hardy pioneers of the west. The publication of a book by Dr. Parker, a missionary who visited Oregon in 1835, of a historical and descriptive work by John Dunn, of the charming narratives of "Bonneville" and "Astoria," by Washington Irving, and especially of a letter written by Robert Shortess, who had come out in 1839, combined with a general financial depression in the western

states, caused much attention to be directed to Oregon. Two steadfast friends labored constantly in congress for the assertion of American rights on the Columbia, Senators Thomas H. Benton and Lewis F. Linn, of Missouri, both of whom have counties in the state they helped to create named in their honor. They never ceased to urge upon the government the necessity of taking some decisive step to perfect its title to this region, and to extend the jurisdiction of the law over this disputed country, for the protection of those American citizens already living here, and that greater number they well knew would seek this far western land in the next few years.

Moved by the impulses just recited, the first regular immigration began the long journey to Oregon in the spring of 1841. It consisted of one hundred and eleven persons, who, owing to the supposed impossibility of crossing the country with wagons, made no attempt to bring vehicles with them. In the fall of the same year twenty-three families from the Red river settlement of the Hudson's Bay Company came out and settled on Cowlitz prairie, some of them locating later in the Willamette valley. They were brought out by the great fur monopoly as an offset to the American settlers, but they were too few in numbers to stem the tide setting Americanward, and were overwhelmed by the American immigration of the next few years. In 1842 the first regular emigrant train started for Oregon, consisting of sixteen wagons and one hundred and nine people. What an undertaking was theirs! No wagon wheel had ever cut the virgin sod of the country over which they proposed to go, and the region through which they must pass was practically unknown, so far as a route for wagons was concerned. To be sure, trapping bands had traversed it in all directions for years, and old trappers were secured for guides by these hardy pioneers; but they had been on horseback, and had not been compelled to find good camping places, with grass and water, at such short intervals as was necessary for the sluggish emigrant train; nor had they found it necessary to pursue a route over which wagons could pass. With infinite difficulty they progressed as far as the old trapping rendezvous on Green river, where half the wagons were dismantled and used to make pack saddles. The other half were taken as far as Fort Hall, on Snake river, where they were abandoned, owing to the deep-rooted belief that wagons could not be taken through the Snake river canyon and Blue mountains.

Wherever the American citizen goes, he carries with him the great fundamental principle of a representative democratic government, and no better example of this great fact can be cited than the conduct of the early settlers of Oregon. Immediately upon

the arrival of enough of them to make any showing of numbers, they began to consider the question of self government. Not daunted by the fact that a great British corporation had complete ascendancy among the natives, and had employees far outnumbering their little band, and that this company was opposed to the exercise of authority from any other source than its own fountain head, especially in the interests of a foreign and rival government, they proceeded with the work of organization. Their efforts were futile for several years, but in the spring of 1843, by the help of the immigration of the previous two years, they were strong enough to form a provisional government, with a code of laws, which was the foundation of the government of the state of Oregon as we find it to-day. A few months later eight hundred immigrants poured into Oregon, and settled forever the question of American ascendancy, at least in the region south of the Columbia, and this great influx of Americans requires special consideration.

By the winter of 1842-3 the causes which had prompted the immigrations of 1841 and 1842, had become more potent and widespread than ever. Senator Linn was pressing his "Oregon bills" upon the attention of congress, one of which provided for the donation of public lands to all who might settle in Oregon, his idea being that a liberal emigration alone could be relied upon to win the Columbia for the United States, and that special inducements should be offered to those brave and hardy pioneers who must constitute the nation's line of battle on the frontier. Encouraged by this and led by the glowing stories of the fertile vale of the Willamette, this great emigrant train assembled in the spring of 1843 and started on the long and toilsome journey. This train is remarkable, not only because the first large train to reach Oregon, but because it took its wagons clear through, and demonstrated the disputed fact that the mountains, deserts and canyons were navigable for the "prairie schooner" of the emigrant. To Doctor Marcus Whitman, the martyred missionary previously alluded to, is due the credit of carrying these wagons to their destination. Some enthusiastic partisans ascribe to him, also, the formation of the emigrant train itself, in pursuance of a determination to save Oregon to the United States by proving the existence of a practicable route for wagons, but this, to say the least, is questionable. During the winter of 1842-3 he made a most hazardous and fatiguing journey to the east, and returned with this great train. As he did not reach St. Louis until February, and the train started in May, it is obviously impossible that in those days of neither railroad nor telegraph in that region, he could have accomplished the feat, especially as he spent all but a few days of the

interval east of the Allegheny mountains. As has been shown, the great emigration of 1843 was the result of causes that had been at work for several years, and not the hasty and illy-considered act of people suddenly aroused by the voice of one man. It was at Fort Hall, where, as formerly, it was proposed to abandon the wagons, that Whitman impressed himself the most strongly upon the immigrants. He begged and pleaded with them not to leave their wagons behind, and guaranteed to pilot them safely through to his mission. His persuasions prevailed, and he fulfilled his promise, thus demonstrating that the settlement of Oregon by means of emigrant trains from the Mississippi valley was practicable; and that this had a great effect upon the final settlement of the disputed title between Great Britain and the United States is undeniable.

As the presidential campaign of 1844 drew near, the question of the annexation of Texas was the leading one. This was championed by the democrats and opposed by the whigs, as it involved a war with Mexico. It was deemed necessary to acquire new territory in the north at the same time, to preserve the balance between slave and free states and territories, and with a reckless disregard of consequences, the democratic party platform also declared that our title to the whole of Oregon, up to fifty-four degrees and forty minutes north latitude, was "clear and indisputable." Upon this platform of Texas and Oregon, one involving war with Mexico and the other inviting hostilities with Great Britain, Mr. Polk made his campaign, the air being filled with the belligerent cry of "Fifty-four-forty, or fight." Mr. Polk was successful. Texas was annexed and a war with Mexico followed. That equally serious consequences did not ensue in the other case was largely due to the fact that Great Britain considered "Fifty-four-forty, or fight" very much as it did the retaliation message of President Cleveland in the last campaign, simply so much froth and campaign buncomb. And so it proved, for when the question of giving Great Britain the required year's notice of the termination of the treaty of joint occupation came up in congress, the very ones who had started the war cry opposed it on the ground that it would bring on a war with England, which, in view of the threatened hostilities with Mexico, must be avoided at all hazards. The most belligerent action they could be induced to take was the passage of a joint resolution, in the spring of 1846, authorizing the president, "in his discretion," to give the required notice, and the president had entirely too much discretion to do it. Two years before, just prior to the opening of the campaign, the democratic secretary of state, John C. Calhoun, had negotiated with the British minister for the forty-ninth parallel,

but the agreement was not completed, because it would have deprived his party of the advantage of yelling "Fifty-four-forty, or fight" during the campaign. Negotiations were now promptly resumed on this basis, and the government elected by the "fifty-four-forties" ignobly abandoned its position and made the offer of a line on parallel forty-nine, which Great Britain at once accepted, with the modification that all of Vancouver island should be left in British territory, and a treaty on this basis was concluded and ratified. That England accepted this line was not due to any threats of war made during an election campaign, which were looked upon by her as mere political fireworks, but because the hardy pioneers of the west had toiled and fought their way out to Oregon, had formed a government, and were in actual possession of the country. Things wore a different aspect from that presented in 1827, and England recognized the change of conditions those brave and liberty-loving men and women had wrought. The immigration of 1844 and 1845 had added fully three thousand to the American population of Oregon, and all hope of counterbalancing this on the part of England was gone. Whitman settled this question when he found a route for wagons in 1843. This much the logic of circumstances compelled Great Britain to concede, but she would undoubtedly have gone to war before conceding more. In his "Twenty Years of Congress," Mr. Blaine says: "But a striking and useful lesson would be lost if it should be forgotten that the country was brought to the verge of war by the proclamation of a policy which could not be enforced. It was originated as a cry to catch votes; and except with the ignorant, and the few whose judgment was carried away by enthusiasm, it was from the first thoroughly insincere."

Four hundred and seventy wagons, over one thousand cattle and fully two thousand people constituted the immigration of 1846, nearly one-half of whom turned off at Fort Hall and went to California, where they aided those who had preceded them in the work of wresting that fair province from Mexico. With them came news of the settlement of the Oregon boundary on the forty-ninth parallel, carrying joy and gladness to the hearts of those who had been so long beyond the protecting arm of the government they loved. In 1847 fully three thousand were added to the population, about as many more coming out the following year. But the trials of the founders of Oregon were not ended. Congress was too busy settling the Texas matter to pay any more attention to Oregon, now that the question had been taken out of politics. The most strenuous efforts of Senator Benton, almost the sole champion of Oregon now that his illustrious colleague was dead, were unavailing to se-

cure any legislation for its benefit, and the people struggled along as before under the provisional government, as reorganized in 1844.

Now came a crisis that tried the mettle of those state builders. On the 29th of November, 1847, the religious controversy previously spoken of culminated in the murder by the Cayuse Indians of Dr. Whitman and associates, at Waiilatpu, and the abandonment of the country east of the Cascades by all American missionaries and settlers. Here was a most appalling situation. The danger of an uprising of all the Indians of the Columbia was imminent, and there were enough of them to overwhelm the settlements in the Willamette valley. To avert this it was necessary to punish the murderers promptly. A messenger was hastily dispatched to Washington with intelligence of the critical condition of the Oregon settlements, and to urge upon congress the formation of a territorial government and the dispatch of troops for protection of the people and the emigrant trains. At the same time a regiment of fourteen companies was recruited and equipped upon the faith of the provisional government. It speaks volumes for the brave pioneers of the Willamette valley that they thus nobly responded to the call of duty, supplying, in most cases, their own arms, equipments and horses, without a mercenary thought entering their minds. After a campaign of several months, in which two battles were fought, the Cayuses were driven entirely out of their country, nor were they permitted to occupy it again in peace until they delivered up five of the guilty ones for punishment, who were executed at Oregon City, June 3, 1850.

At Washington the efforts of the friends of Oregon were finally crowned with success, and though strenuously opposed by the pro-slavery element because slavery was prohibited, a bill passed and became a law August 13, 1848, creating Oregon Terri-

tory, embracing all of the present state of Oregon, territory of Washington, and those portions of Idaho and Montana lying west of the Rocky mountains.

President Polk appointed General Joseph Lane, of Indiana, governor, a gentleman of great executive ability and patriotism, whose brilliant services in the late war had earned him the title of the "Marion of the Mexican War." He promptly settled up his affairs and started for his new field of duty, arriving just in time to issue his proclamation assuming the government on the third day of March, 1849, the last day of Polk's administration.

It is unnecessary to follow the further steps of these state builders in creating the Oregon of to-day. In 1850 the first legislature under the territorial government assembled and passed a code of laws, which are the foundation of the laws under which we now live. Each year saw large accessions to the population, men of the same heroic mould as their predecessors, as they fully proved in 1855 and 1856, when the uprising of Indians feared in 1848 actually occurred. The settlements had by that time become sufficiently strong to successfully oppose them, and after a war of nearly a year's duration, in which the brave volunteers endured many hardships and fought many battles, the savages were everywhere subdued. In 1857 these men, whose prudence, loyalty and courage had saved Oregon to the union and laid broad and deep the foundations of a sovereign state, again met in deliberative assemblage and framed a constitution for a state of the American Union, which congress approved on the 12th of February, 1859, and Oregon took her place among her sister states. When the future student shall ask the question how it happened that a sovereign state was so soon created on this western margin of the continent, he will find his answer in this brief relation of the deeds of the sturdy American pioneer.

H. L. WELLS.

#### THE BUSH WITH DEW DROPS LADEN.

Behold the shrub with dew drops covered o'er,  
Or all its branches drooping low with rain,  
When days of storm have swept the wood and plain;  
How faint a breeze, than breath soft drawn scarce more,  
How slight a touch, will bring down in a shower  
The glittering drops. Thus, many eyes to tears  
Are near, are like yon spiræa bush e're clears  
The sky, or comes the sun at morning hour  
To heavenward draw the dew; and pressure slight  
Of loving hand, or word, or look will bring  
The tear rain down in drops as pure and bright  
As on the leaf or in the rose's heart cling.  
Oh, blessed tears, that in your falling show  
His promise through the mist, a shining bow.

ELLA C. DRABBLE.

## IMPROVEMENT OF THE COLUMBIA.

IN view of the importance of the Columbia river navigation to the whole Pacific northwest, the recently issued annual report of Major Handbury contains a good deal that is of popular interest on this subject. This report embraces both the improvement at the mouth of the river and the work at the Cascades, and gives in condensed form the progress that has been made from the beginning, the present state of the work, and the needs for its successful prosecution. Following is a statement of the condition of the work at the mouth of the Columbia:

"The project under which this work is being carried on was adopted in 1884. It contemplates providing a channel across the Columbia river bar, having a depth of thirty feet at mean low tide. This is to be accomplished by concentrating the water flowing over the bar and increasing the resultant currents to such a degree as to procure the desired depth. Of late years the main bar channel has varied from nineteen to twenty-one feet in depth at low water, with insufficient width; twenty-six feet are required in a wide, direct and stable channel, and thirty feet are desirable for the deep vessels needed by the Columbia river trade, on account of heavy seas in the locality. The work which is now in progress is the building of a low-tide jetty from Point Adams on the south cape, and extending in a westerly direction, with a slight curve to the south, out across Clatsop spit. The project calls for this to extend four and one-half miles, or less, as circumstances may require, to a point about three miles south of Cape Hancock. The material is principally stone, placed in position from a tramway resting on piles driven along the line of the jetty. The jetty is now under construction for a little more than one-half a mile; over much of this distance only a thin layer of stone has yet been placed. The work is not sufficiently advanced to show any appreciable effect upon the channel over the bar. The amount appropriated for this work is \$287,500.00, of which there has been expended to June 30, 1888, \$247,331.75."

The report says this work is now in fair shape to be pushed forward rapidly as soon as funds in sufficiently large amounts are made available for the purpose. "An early completion of this work is exceedingly desirable; first, because of the necessity for giving relief to the commerce, which is large and important, that passes out and in over the bar; and second, to avoid the increased cost that must result from a deterioration and renewal of the plant, which is necessarily large and expensive. The jetty tramway from which the rock is delivered, extends out on the proposed spit and is severely tried by every storm

that visits this locality. It is very liable to be injured and parts of it washed away. To drive new piles into the sand through the rocks of the jetty and reconstruct it would be very difficult and expensive. Where so large an amount of money is invested as must eventually be in this project, and where so many interests are concerned, a sound business policy would dictate that the work should be pushed as rapidly as money could be profitably expended upon it. It is estimated that \$1,000,000.00 could be profitably expended upon this work in the fiscal year ending June 30, 1890."

Concerning the construction of a canal at the cascades of the Columbia, the first interruption to navigation encountered in passing up the stream, the engineer's report has the following:

"The general scope of the improvement which it is desired to effect at the cascades of the Columbia river includes a reach of about four and one-half miles, where the river rushes through a narrow gorge in the Cascade mountains. The fall in the distance is about forty-five feet at high water and thirty-six feet at low water. The principal obstruction to navigation occurs at the upper end of the reach, known as upper cascades. The project for the improvement contemplates that the river should be improved below the upper cascades by removing bowlders and projecting points in the bed and banks, so as to give good navigable water from its lowest up to a twenty-foot stage. The fall at the upper cascades is to be overcome by digging a canal about three thousand feet in length across the neck of a low projecting spur, around which the river is forced at the entrance to the gorge, and placing in this a lock and other suitable structures which would permit of the passage of boats up to a twenty-foot stage of the water in the river. This lock and canal to be so arranged, that, should the future necessities of commerce so demand, additional structures may be added which will permit of navigation at much higher stages. The first part of this project, that of improving the river below the foot of the upper cascades, is essentially finished. The plan on which the future work in the canal, with its lock and accessories, is to be prosecuted, has for its object to make this portion of the river available for navigation to a stage up to twenty feet, at the earliest possible moment, with the funds that are from time to time appropriated for the purpose, and may be briefly outlined as follows: A lock is to be constructed in the lower half of the canal, having an available length for boats of four hundred and sixty-two feet, and a width of ninety feet. There will be eight feet of water over the miter sills at low water, which corresponds to a reading of seventy-two feet on the gauge established at the lower end of the

canal. The corresponding reading on the gauge at the upper end will be ninety-six feet. The lift of the lock at this stage will be twenty-four feet. At the lower end of the lock there will be provided a lower guard gate, and at a lock's length above the upper lock gate, an upper guard gate to exclude high water. Immediately above this there will be a caisson gate to be used in case of needed repairs to this gate. Above and below the guard gates the canal will be made wider, in order to facilitate entrance to the lock, and to provide a limited harborage for boats awaiting their turn to go through. This work is all designed with the idea of ultimately providing for the passage of boats at stages of water higher than twenty feet, should it be found that the exigencies of the commerce of the river require it."

After giving minute details of the work accomplished, the report says that "a little more than one-third of the excavation required to complete the canal has been accomplished. It is doubtful if so large a proportion of the other necessary work is finished. To bring the canal to its present state with the small appropriations that have from time to time fallen to its lot, has taken a period of twelve years. At this rate it will require, perhaps, twenty-four years more before any benefit to commerce will result from this work, or the country receive the least remuneration for the money expended. A generation will have been born and gone to its grave between the beginning and ending of an enterprise which a healthy syndicate would have prosecuted to completion within six years, at farthest, after commencement, and been in the enjoyment the balance of the time of a liberal income from the money invested. From 1876, the date of the first appropriation for this work, up to the present time, but \$1,112,500.00 have been made available for its prosecution. This is an average of about \$95,000.00 per year. The various appropriations that have been made during this time, the total of which is given above, if invested in an enterprise paying four per cent., with their yearly interest re-invested at the same rate, would amount to \$1,490,490.00, an excess over the amount appropriated of nearly \$348,000.00, for which there is nothing to show. The next yearly interest would amount to \$79,600.00, almost as much as the average yearly appropriation. To illustrate more plainly the effect which the policy of small appropriations for a work of this magnitude will have upon its ultimate cost to the people, who, after all, must, in some way, either directly or indirectly, supply the money necessary for the enterprise, let us suppose that the work is estimated to cost \$3,000,000, and that an annual appropriation of \$100,000.00 is made for carrying it on. The time to be consumed in carrying out the project will be thirty years. The

annual appropriations, with their accumulated cost at four per cent. will, upon the completion of the project at the end of this time, amount to \$5,832,800.00, nearly twice the estimated cost of the work. If, instead of this, we suppose that the annual appropriations had been made in amounts as large as could be profitably expended, say \$500,000.00, this amount will be \$3,449,000.00, a saving of \$2,383,800.00. The work will be completed in six years, and the people at once begin to reap the benefit of the money invested. This exhibit of the case is purely from the money dealer point of view. It takes no note of the large increase in the cost of work resulting from deterioration and renewal in plant and appliances, and other causes that must necessarily pertain to a long term of years and small appropriations; nor does it include the large amount that results from the difference in freight rates on the commerce that would take this new route, were the improvement finished, but which now goes by some other to market. For all works of this character, where the improvement to be effected must be completed before any advantage can accrue to commerce, it does seem that the policy of small appropriations, running through a long term of years, enhances enormously their ultimate cost. The upper cascades of the Columbia river is an absolute barrier to navigation. It must be flanked by a canal and lock in order that the commerce of the river may pass by it. These must be finished, the last bowlder removed from the canal, and the last rivet driven in the lock gate before one penny's return can be had for any outlay that may have been made to effect the improvement. On sound business principles it would therefore seem that this work should be liberally appropriated for and pushed forward to completion as rapidly as possible, in order that some return may be had within a reasonable period of time for the large amount of money already expended."

The bearing of the above remarks on the policy observed by the government in making appropriations for important river and harbor improvements will readily be seen. The argument is pertinent and forceful. If the plainest principles of business policy were observed in pushing work once begun, and of undoubted utility, the net savings to the government would be enormous. The recommendations of competent engineers entrusted with government work are generally overlooked, and the question whether or not appropriations are made for improvements of vital importance seems to rest more upon the turn of a political trick than upon any merits the case itself may possess. People of the northwest have watched the course of the government in relation to the work on the Columbia, and at times have despaired of ever having that great waterway opened for navigation.

So the benefits which a free river would confer have, in a great degree, been lost, not because there are insuperable obstacles in the way, but because the operations for removing the obstructions have been hampered by the insufficiency and uncertainty of government appropriations.

The importance of the improvement of the Columbia should remove it from the catalogue of ordinary works of this character, and entitle it to special consideration. The vast volume of commerce seeking passage in and out of the Columbia argues strongly for the removal of such perils to navigation as can be removed with a reasonable expenditure of funds. But urgent as the improvement at the mouth of the river is, the work at the cascades and the dalles is even more important, because there is a rich empire now laid under tribute to monopoly, that is anxiously waiting for a free waterway to remove its grievance. Eastern Washington, Eastern Oregon and Idaho will rejoice when the Columbia is free for navigation to the sea.

The disposition recently manifested in congress for more liberal appropriations for river and harbor improvements of recognized importance gives increased strength to the hope that the work on the Columbia will be pushed with a less niggardly and short-sighted policy in the future. If the amount the engineers estimate could be profitably expended at the cascades, \$1,000,000.00, should be made available for the work next year, and the policy thus inaugurated followed up a few years, the object sought would be realized in a short time and at an immense saving to the general government. The boat railway at the dalles is a contemporaneous need, and should receive similar attention.

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#### FROM ROSEBURG TO THE COAST.

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**T**HE scheme for constructing a railroad from Roseburg to the coast at Coos bay is being revived, and with good prospects of being successful this time. The farmers of Douglas county are now realizing that their interests would be subserved by the construction of a railroad to the coast, and as the preliminary survey was made some time ago, there is a definite basis on which to make calculations for such an enterprise. The greatest altitude which it would be necessary to attain in going from Roseburg to the coast is only nine hundred feet higher than the city of Roseburg, making a surprisingly moderate grade for a railroad in that region.

Besides the immediate benefit to farmers along the line, and, indeed, to all who make Roseburg their chief market place, such a road would open up new

farming territory and mineral and timber wealth. There are vast forests of valuable timber—fir, oak, cedar, etc.—that can not now be conveniently reached, that would be brought in direct communication with good markets by the railroad, and it would also penetrate some excellent coal fields that only lack adequate transportation facilities to insure their development. There is a movement now on foot to secure the necessary capital for this enterprise, when it will be pushed rapidly to completion, and it can scarcely fail to be a profitable business venture. The farmers along the proposed road offer to pay, for five years, the same rates that are now charged to Portland. The distance from Roseburg to Coos bay by the route that the railroad would take is about seventy miles. Tide water would be reached at the bay and reliable connections made with boats plying to the large shipping ports.

The railroad now running through Douglas county has a general direction north and south, and along this line the greatest growth is now taking place. Places at considerable distances from the railroad must depend on water communication for sending out their products and getting in their supplies, unless the very tedious method of teaming is resorted to. This tends to retard the development of the interior. A railroad from Roseburg to the coast would leave only a comparatively small part of the Umpqua valley without reasonably good shipping facilities. It would add a competing line to the metropolis of the valley, which alone would be a benefit that the producers of that region can hardly overestimate. It will give a genuine boom to the surpassingly rich country through which it passes, as well as to its termini. One of the most gratifying prospects that Douglas county now has for an immediate and appreciable stride forward lies in the scheme for a railroad from Roseburg to the coast.

Roseburg has been enjoying great prosperity the past year, which must be largely enhanced by the successful inauguration of this project. The business men of the city have for a number of years been looking forward to the consummation of this railroad scheme. This line was even projected before the Oregon & California road was constructed, but it lost its importance for a time after railroad communication had been secured, and rested until now without any active measures being taken to carry out what had been planned. The large and profitable business that one line has been able to secure and augment with the growth of the city and tributary country indicates that a line to the coast must result in a profitable business for the enterprise itself and for those industries which will flourish along the route. Construction work will doubtless begin in a few months.

## THE OREGON STATE GOVERNMENT.

ON Monday, the 14th of January, the legislative assembly of Oregon met in its fifteenth regular biennial session, at Salem, the state capital. On another page in this number, under the title of "The Genealogy of Oregon," are related the historical incidents connected with the acquisition of Oregon by the United States and the formation of the first provisional government, of which the present government is the lineal descendent. Oregon possesses a most economical form of government, thanks to the primitive ideas of the men who framed the state constitution in 1857. They were men who had lived here in the pioneer days, when industry and frugality were the watch-words, and prodigality and luxury unknown, and the ideas which they had imbibed during that period were naturally impressed strongly upon the document they framed. That they made the mistake of fixing salaries and settling permanently other questions that might better have been left to the legislature to regulate as changing conditions rendered necessary, is now generally admitted. They then little realized how radical a change from pioneer conditions thirty years of statehood would make, and the industrial and commercial revolution since wrought by the railroads was little dreamed of then. It was their aim to establish a simple and economical government, and this they accomplished.

The executive branch of the government, as at present constituted, consists of Sylvester Pennoyer, governor; George W. McBride, secretary of state; George W. Webb, treasurer; E. B. McElroy, superintendent of public instruction; and Frank C. Baker, state printer; and these various officials, singly or in combination, manage all the affairs of state, a concentration of duties and powers unknown in the government of any other state in the union. The judicial branch consists of a supreme court, of three judges. At present Judges W. P. Lord, W. W. Thayer and R. S. Strahan occupy the supreme bench. A legislative assembly, divided into two houses, constitutes the legislative arm of the government. Senators, of which there are thirty, hold office for a term of four years, or two sessions, one-half the number being chosen at each biennial election. The house of representatives contains sixty members, all chosen at each regular state election and sitting in but one regular session. Both senators and representatives are apportioned among the twenty-eight counties according to their population, some of them having more than one of each, and others only having one jointly with another county. Owing to the absence of a lieutenant-governor, the senate is presided over by a president chosen from among its own members, an honor

bestowed the present session upon Hon. Joseph Simon, of Portland. The speaker of the house is also a member of that body, selected for the position by his associates, the choice of the present session having fallen upon Hon. E. L. Smith, of Hood River, Wasco county. The president and speaker receive \$5 00 a day each, and the members \$3.00, and the session is practically limited to forty days by a provision that cuts off the salary at the expiration of that period. Besides much important legislation expected, the present session is charged with the duty of electing a United States senator to succeed Hon. Joseph N. Dolph, the gentleman now holding that position. Politically, the legislature is composed of twenty one republicans and nine democrats in the senate and fifty-one republicans and nine democrats in the house, making a total of seventy-two and eighteen respectively on joint ballot.

Accompanying this number of THE WEST SHORE is a large supplement containing the portraits of prominent members of the legislature, grouped about an excellent engraving of the state capitol, while on another page are given portraits of the governor and other officials. The importance of the offices held by these gentlemen, and of the work done by the members of the legislature, as well as the prominent positions taken by many of them in public affairs, renders the following brief biographical notes of special interest.

## STATE OFFICERS.

**SYLVESTER PENNOYER**, governor, is a well known business man of Portland, and one of Oregon's oldest citizens. He was born in Tompkins county, New York, in the year 1831. His early youth was spent upon a farm. In 1855, after having received his law diploma from Harvard University, he came to Oregon, where he has remained ever since, having been engaged, for the most part, in the lumber business. In 1886 he was nominated for governor by the democratic party, and received a plurality of three thousand seven hundred and two votes, although Mr. Blaine had received, two years before, a plurality of two thousand two hundred and six votes, a change of nearly six thousand votes in two years. His term of office is for four years, and he therefore has two years more to serve.

**GEORGE W. MCBRIDE**, secretary of state, is a native Oregonian, having been born in Yamhill county in 1854. He received his education in the public schools and in the college at Monmouth. He read law for three years, but failing health compelled him to abandon his studies. He subsequently engaged in commercial pursuits in St. Helens, his present home. By an unfortunate accident Mr. McBride received

bodily injuries that have rendered him a cripple, but his mental endowments are such as to render him peculiarly fitted for the duties of his present position, to which he was elected on the republican ticket in 1886, by a good majority. He was speaker of the house of representatives in 1882, and has taken a prominent part in the politics of the state for the past ten years.

GEORGE W. WEBB, state treasurer, was born in Washington county, Maryland, September 4, 1824. In 1842 the family moved to Hannibal, Missouri, where he learned the tinsmith's trade and engaged in that business. In 1865 he came to Oregon and settled in Union county, removing to Pendleton in 1875, where he has conducted a successful business. He was treasurer of Umatilla county two terms, from 1876 to 1880, and was alderman of the city several terms. In 1886 he became the democratic nominee for state treasurer and was elected.

EBENEZER B. McELROY, state superintendent of public instruction, is now serving his second term in that most important office, having been elected in 1882 and 1886 on the republican ticket. He was born in Washington county, Penn., September 17, 1842, and was educated in the Southwestern State Normal School of that state. In 1861 he began teaching, but soon enlisted in Co. B., First West Va. Vols., serving until discharged in 1863, when he re-enlisted in Co. A, One Hundredth Penn. Vols., and served until the war closed, when he resumed his educational career. In 1873 he came to Oregon, where he has since been prominently identified with educational matters. He taught in the public schools of Corvallis till 1875, and then filled a chair in the state agricultural college until his election to the position he now holds. He is a prominent member of the G. A. R. and has twice been a delegate to the national encampment, and has served on the staff of the commander-in-chief.

FRANK C. BAKER, state printer, is a native Oregonian, who was elected on the republican ticket in 1886, and was born in Portland June 18, 1854. He is a practical printer, his education, with the exception of six terms at the public school, having been gained at the "case." He began at the age of fourteen, at LaGrande, and subsequently worked in Silver City and Boise City, returning to Portland in 1876, serving as compositor on the *Evening Journal* and *Evening Standard* and as foreman on the *Evening Telegram*, *Evening Bee* and *Rural Spirit*, occupying latter position at the time of his election. Mr. Baker is a prominent member of the typographical union, and was chosen in response to a demand for a practical man to fill the office which he holds. He at once secured a fine plant of type and machinery, and has the first regular state printer's office, which is located in the capitol building.

## MEMBERS OF THE SENATE.

L. T. BARIN, republican senator from Clackamas county, resides in Oregon City. He was born in Providence, R. I., March 13, 1842, and came to Oregon in the spring of 1861, where he worked as a day laborer for a time, and in the spring of 1862 enlisted in the First Oregon Cavalry and served until discharged. Afterwards, at odd times, he studied law and was admitted to the bar in 1872. Mr. Barin occupies a prominent position in the republican party of Oregon. In 1872 he was a member of the house of representatives, has been the city attorney and mayor of Oregon City, was register of the United States land office in that city from 1877 to 1886, and is now chairman of the republican state committee, also of the legislative committee appointed to examine into the fish industries of the state.

THOMAS E. CAUTHORN, democrat, is senator from Benton county, and resides at Corvallis. He was born in Mexico, Mo., August 31, 1849, and came to Oregon in 1865. Mr. Cauthorn is engaged in the merchandising business in Corvallis, of which city he has twice been mayor. He is a member of the board of regents of the state agricultural college, treasurer of the board and chairman of the executive committee.

JOHN C. CARSON, republican senator from Multnomah county, is one of the oldest business men of Portland, where he is extensively engaged in manufacturing. He was born in Centre county, Penn., in 1825, and came to Oregon in 1851, and began life here as a country school teacher of those pioneer times, which he soon abandoned for a job of carpentering in Oswego, since which time he has been actively engaged in mechanical pursuits, and now owns a large sash and door factory in Portland, besides having interests in other enterprises. Mr. Carson has always occupied a prominent position in public affairs, beginning in 1855, as president of the city council of Portland. In 1870 he was elected as a representative of Multnomah county to the legislature, and again in 1882. In 1884 he was elected to the senate, over which body he presided in 1887, and was re-elected in 1888.

GEORGE CHANDLER, democratic senator from Baker and Malheur counties, is a farmer and breeder of fine stock, whose post office address is Baker City. He was born September 1, 1845, in Howard county, Mo., and came to Oregon in 1862, settling in Baker county when the first log cabins were being built in that portion of the state. He began life there by working by the month, freighting and improving wild lands, and now owns fourteen hundred acres of fine land, well stocked with fine cattle and sheep.

Mr. Chandler has not been too busy to give some attention to public affairs, and prior to his election to the senate he served as county commissioner of Baker county, and as a representative in the legislature.

MARTIN L. CHAMBERLIN, republican, is a resident of Salem, and represents Marion county in the senate. He is a native of Michigan; having been born in Almont, Lapeer county, May 17, 1847. Ten years later he came to Oregon, and is now engaged in the real estate business in the capital city. Mr. Chamberlin was clerk of Marion county four years, prior to his election to the position he now holds.

CHARLES A. COGSWELL, democratic senator from the seventh district, composed of Crook, Klamath and Lake counties, is an attorney at law, residing in Lakeview. He was born in Rutland, Vt., January 3, 1844, and came to Oregon in 1869, settling in the region which has ever since been his home. Mr. Cogswell had moved to Illinois in 1850, and served in the Union army from May, 1862, to June, 1865, under General Sherman, being mustered out at Washington after the grand review. He belongs to the G. A. R., and is an aide of the department commander. Mr. Cogswell has been county judge of Lake county, and lieutenant colonel on the staff of Governor Thayer. He is one of the four stockholders and directors of the Lakeview bank.

S. A. DAWSON is a republican senator from Linn county, where he is engaged in farming near the city of Albany. He was born in Marion county, Indiana, December 4, 1841, and arrived in Oregon September 10, 1861. Mr. Dawson represented Linn county in the house of representatives in 1880.

JOHN B. DIMICK, republican senator from Marion county, is a resident of Hubbard, where he is engaged in farming. He was born September 26, 1840, in Boone county, Ill., and came to Oregon when a child, in 1847. At the first call for troops, he enlisted in Co. B, First Oregon Cavalry, serving nearly three years, when he was commissioned First Lieutenant of Co. E, First Oregon Infantry, and served until the close of the war.

S. B. EAKIN JR., republican senator from Lane county, is cashier of the First National Bank of Eugene City, where he has resided since his arrival in Oregon in 1866. He was born in Elgin, Ill., August 28, 1846. Mr. Eakin was sheriff of Lane county six years, from 1874 to 1880, and in 1884 was the only republican representative sent to Salem from that county. At the June election, 1888, he was elected to the senate by a majority of two hundred and fifty-five votes over an extremely popular opponent.

JAMES C. FULLERTON, senator from Douglas county, is one of the prominent republicans of the state, and is engaged in the practice of law at Roseburg.

He was born in Butler county, Ohio, December 16, 1849, and has been a resident of Oregon since 1853. He was a private in Co. A, First Oregon Cavalry from February, 1865, until March, 1866. From April, 1873, to July, 1885, Mr. Fullerton was receiver of public moneys at the United States land office at Roseburg, and was Grand Master of the Grand Lodge of Masons of this state for the year ending June 16, 1887.

J. H. D. GRAY, of Astoria, represents Clatsop county in the senate. Mr. Gray is a son of the venerable W. H. Gray, who came to Oregon as an associate of Dr. Marcus Whitman, in his missionary labors, in 1836. He was born at Lapwai, near Lewiston, Idaho, then a portion of Oregon, March 20, 1839, before any government had been organized for this region. The family removed to the Willamette valley in 1842, and to Clatsop county three years later, where Mr. Gray has ever since resided, except from 1858 to 1867, when he was engaged in steamboating, two years on Fraser river and seven on the Upper Columbia and Snake. By an accident in 1867 he lost his right hand, since which time he has remained in Astoria engaged in steamboat and mercantile enterprises. In June, 1886, Mr. Gray was elected, on the republican ticket, joint senator for the counties of Clatsop, Columbia and Tillamook, at that time having a total population of sixteen thousand. He worked assiduously to have justice done his county in the new apportionment made during the session of 1887, and succeeded in having the representation increased from one-third of a senator and one-half of a representative to one senator and two representatives.

JOHN H. HAMILTON is a democratic senator representing jointly the counties of Grant and Morrow. He is engaged in ranching and stock raising at Hamilton, Grant county, of which county he was a commissioner for four years. Mr. Hamilton was born April 5, 1826, in Coburn county, Kentucky. He moved to Indiana when a child, and came to Oregon in 1852, and has since been identified with the growth of the state.

EDWIN T. HATCH, of McCoy, is a republican senator from Polk county, and a native Oregonian. He was born in Oregon City, March 7, 1852, his father being a pioneer of 1843. In 1863 the family moved to Salem. From 1870 to 1877 Mr. Hatch held responsible positions with the Oregon Steam Navigation Co. and Oregon Railway & Navigation Co., at Oregon City, Salem and Celilo, subsequent to which, except a year in the grocery business in Salem, he has been engaged in farming at McCoy.

CHARLES HILTON, republican, represents the counties of Wasco and Gilliam in the senate, and is a stock raiser, residing at Fossil, Gilliam county. He was born in Cornville, Somerset county, Maine, Feb-

ruary 1, 1838, and went to California in 1858, to Idaho in 1864 and to Oregon in 1873.

R. A. IRVINE is a democratic senator from Linn county and resides in Albany.

J. B. LOONEY, a resident of Jefferson, represents Marion county in the senate, to which he was elected on the republican ticket.

DONALD MACKAY, a well known business man of Portland, is one of the republican senators from Multnomah county. He has served two years in the city council and was a representative in the last session of the legislature. Mr. Mackay was born in Oxford, Ontario, in 1841, and came to Oregon in 1865. He is engaged in contracting, and is president of the North Pacific Lumber Co.

F. A. MOORE, republican senator from Columbia county, resides at St. Helens.

J. W. NORVAL, republican, is joint senator from the counties of Union and Wallowa, and was born in Bennington, Knox county, Ill., June 5, 1840. He attended the common schools of those days, and in 1860 crossed the plains to California. He taught school a few months near Stockton, and in August, 1861, embarked for the northern mines, engaging for the next five years in mining in British Columbia, Washington, Idaho and Eastern Oregon, settling in Union county in 1866, where he has since been engaged in farming and stock raising. During the Bannack war of 1878, Mr. Norval was captain of a company of volunteers. He was appointed major of the Third Regiment, Third Brigade, Oregon State Militia, by Governor Thayer, in 1879. Mr. Norval has three times been the unsuccessful republican nominee for the legislature in a democratic district, but in 1888 he was elected to the senate by a good majority over his latest successful opponent.

JAMES H. RALEY is a democrat representing Umatilla and Union counties jointly in the senate. He was born in Nebraska City January 20, 1855, and came to Oregon with an ox team in 1862. He has resided in Pendleton since the town was founded, and is at present manager of the Umatilla Real Estate and Loan Association. Mr. Raley has served as surveyor of Umatilla county two terms, and was one of the first councilmen of the city of Pendleton. Though three times elected on a democratic ticket, he is liberal in local politics, and was elected the last time on the question of county division rather than of politics.

WALTER SINCLAIR, republican, is joint senator from the counties of Coos, Curry and Josephine, and is engaged in the practice of law in Coquille City. He was born in Hanover, Ohio, Nov. 19, 1848. He enlisted at Hillsboro, Ohio, November 11, 1861, and was discharged at Omaha in April, 1865, serving in the Sixth and Eleventh Ohio Cavalry. Though nev-

er commissioned he was in command of a company on detached service for five months, serving nearly all his time in the Indian country. For fifteen years he resided in Wyoming, coming to Oregon in 1883 for the health of his family. Mr. Sinclair is the first republican senator from his district for twelve years.

JOSEPH SIMON, president of the senate, is a resident of Portland, and has been one of the recognized leaders of the republican party for a number of years. He came to Oregon in 1857, when but six years of age, and has resided continuously in Portland. He attended the public schools, and in 1870 entered the law office of Mitchell & Dolph, present United States senators. In 1872 he was admitted to the bar and is at present a member of the firm of Dolph, Bellinger, Mallory & Simon. In 1877 he was elected to the city council, and in 1878 managed the state campaign as secretary of the republican state central committee. In 1880, 1884 and 1886 he was chairman of the same committee and had charge of the national and state elections of those years in Oregon. In 1890, 1884 and 1888, Mr. Simon was elected to the senate from Multnomah county, making a continuous service of twelve years in that body, and has been instrumental in framing much important legislation, among others a mechanic's lien law, an act authorizing the construction of the railway bridge at Portland, an act creating the paid fire department of that city, an act creating a board of police commissioners, and an act permitting the lease of the O. R. & N. Co. to the Union Pacific. Mr. Simon was for years president of a volunteer fire company, and at one time of the department, and was appointed police commissioner by the governor, being now president of the board.

GEORGE A. STEEL, senator from Multnomah county, is a gentleman well known in the republican councils of the state. He was born in Stafford, Ohio, April 22, 1846, and came to Oregon in 1863. He occupied positions of trust in the postal service, the Oregon Iron Works and Ladd & Tilton's bank for many years. In 1876 he was chairman of the republican state central committee, and to his able management in that memorable campaign is due the credit for the three votes of Oregon being given to the republican candidates and deciding the contest. In 1877 Mr. Steel was appointed special postal agent, and in 1879 became deputy U. S. collector of customs, at Portland. In July, 1881 he was appointed post master of the city, and held the position until November 30, 1885. He is now engaged in the real estate and insurance business. In 1886 he was elected senator for four years, and is an acknowledged leader among his republican brethren.

ARAD C. STANLEY, democratic senator from Jackson county, is engaged in mercantile business and

practicing medicine in Sam's valley. He was born in Berry county, Mo., September 30, 1835, and was educated in the common schools. He studied medicine and commenced the practice of his profession in 1861. In 1864 he crossed the country with teams and settled in Yolo county, California, coming to his present home in 1875. He has been a member of the legislature continuously since 1880, serving in the house until elected to the senate in 1886. Mr. Stanley is a member of Warren lodge No. 10, A. F. & A. M., of Jacksonville.

THOMAS H. TONGUE, attorney at law, represents Washington county in the senate by selection of the republicans, and resides at Hillsboro. He was born in Lincolnshire, England, June 23, 1844, and became a citizen of Oregon November 20, 1859. Mr. Tongue graduated at Pacific University, Forest Grove, Or., and was admitted to the bar in September, 1870. Besides his legal business he is engaged in farming and stock raising, and is a member of the mercantile firm of Bailey, Tongue & Schulmerich. He has served several terms in the city council, one year as president of that body.

R. M. VEATCH, democratic senator from Lane county, is a farmer and stock raiser, residing in Cottage Grove. He was born June 5, 1843, in White county, Ill., and came to Oregon in 1865. Mr. Veatch delivered the valedictory address for the first graduating class of the state agricultural college, and was a teacher for seven years. He was elected to the lower house of the legislature in 1882, and again in 1884. In 1886 he was chosen senator for four years.

JOHN P. WAGER, democratic senator, was elected in 1886 jointly from the counties of Umatilla and Morrow, but now represents only the former. He is engaged in the practice of law in Pendleton, and is editor of the daily and semi-weekly *East Oregonian*, a leading democratic paper of the state. Mr. Wager was born in Hector, Schuylar county, N. Y., and is now thirty-five years of age. He was reared on a farm, and procured an education chiefly through his own efforts, at Alfred University, N. Y., and Michigan University, Ann Arbor, Mich. He came to Oregon in 1876 and taught school several years, locating in Pendleton in 1882. In 1885 he held the position of city attorney, and in 1886 was elected to the senate.

J. K. WAIT, republican senator from Multnomah county, is a resident of East Portland.

GEORGE WATKINS, republican, represents Wasco county in the senate. He was born in Dayton, Ohio, August 28, 1852, and came to Oregon ten years later. He resided near Silverton and Turner until 1869, when he moved to Wasco county with his parents. He studied law and was admitted to the bar in 1880, and has since been engaged in the practice of law in

The Dalles, having been associated at different times with A. S. Bennett and Judge J. H. Bird, and now with E. B. Dufur, under the firm name of Dufur & Watkins. Judge Watkins was judge of the seventh judicial circuit before being elected to the senate.

DR. J. W. WATTS, republican senator from Yamhill county, was born in Pike county, Mo., Nov. 6, 1830, and came to Oregon in 1852, settling in Columbia county. In 1857 he was a member of the convention which framed the state constitution. He removed to Yamhill county in 1863 and engaged in the practice of medicine in Lafayette, where he still resides. In 1876 Dr. Watts was the elector on the republican ticket whose election was contested, and whose vote, when finally allowed, made General Hayes president of the United States. He was appointed receiver of the United States land office at Oregon City in 1879, and held that office four years. In 1886 he was elected senator, and in 1888 took an active part in the spring campaign in Oregon, and by invitation of the national committee, in the national campaign in New York. Dr. Watts joined the Congregational association of ministers of Oregon in 1880.

## MEMBERS OF THE HOUSE.

J. T. APPERSON, republican from Clackamas county, is a gentleman long known in the legislative councils of the state and in connection with various public enterprises. Mr. Apperson was born in Hopkinsville, Ky., December 23, 1834, and is an Oregon pioneer of 1847. He served in the Oregon volunteer cavalry from 1862 to 1865. In 1870 he was elected to represent Clackamas county in the house of representatives, and then served two terms as sheriff. In 1878 and 1880 he represented the county in the senate, and last June was again chosen a member of the house. For a number of years he has been a member of the board of managers of the state agricultural society, and several times its president. Mr. Apperson is engaged in farming near Oregon City, and is considered one of the foremost representatives of that industry in the state.

WILLIAM ARMSTRONG, republican representative of Marion county, was born in Ireland, county Tyrone, February 25, 1829, and landed in New York May 27, 1845. He subsequently settled in St. Joe county, Mich., where he was postmaster under the administrations of Presidents Johnson and Grant. In 1870 he came to Oregon, and is now a resident of Salem. By trade, Mr. Armstrong is a shoemaker. He is a member of both the Masonic and A. O. U. W. orders, and has been a republican ever since Fremont was nominated in 1856.

E. H. BELKNAP, republican representative from Benton county, lives at Monroe, in that county, where

he is engaged in farming on the old donation claim taken up by his parents, who crossed the plains in 1847. He was born in Benton county September 12, 1860, and graduated from the Willamette University in 1884.

H. J. BEAN resides in Pendleton, and is a republican representing Umatilla county.

JAMES E. BLUNDELL, republican, represents the county of Douglas. He was born in Bridgeport, Conn., May 7, 1842. Ten years later the family landed in San Francisco, after a voyage of five months around the Horn, and at once settled in the mines near Coloma, in El Dorado county, Cal., where Mr. Blundell attended the primitive schools of that period. During the silver excitement known as the "Washoe stampede" he went to Nevada, but soon returned a poorer and wiser young man. In 1865 he came to Coos county, Oregon, and followed dairying, mining and clerking until 1871, when he settled in Douglas county and has since been engaged in teaching school, being now a resident of the town of Riddle. Mr. Blundell was a census enumerator in 1880, and was elected to the legislature in 1886, being again elected in 1888.

J. T. BOWDITCH, is a democratic representative from Jackson county and a resident of Ashland.

C. B. CROSNO, resides at Toledo, Benton county, and represents that county in the house, having been elected on the republican ticket.

SEYMOUR W. CONDON, republican representative from Lane county, is a resident of Eugene City, where he is engaged in the practice of law. He was born in Albany, Oregon, February 5, 1860, and graduated at the University of Oregon in 1882. Mr. Condon served in the office of the secretary of state under R. P. Earhart, and in 1882 was elected state librarian in joint convention of the legislature. For the legislature in 1888 he received a majority of three hundred and ten after a spirited canvass.

ASA H. CROOK, republican, represents the counties of Coos and Curry, and resides near Ellensburg, in the latter county, where he is engaged in farming, dairying and stock raising. He was born in Portland, Whiteside county, Ill., December 12, 1837. He became a resident of Oregon in 1858, since which time he has been elected sheriff once and joint representative twice.

W. R. DERBY, republican representative from Yamhill county, is engaged in farming near Lafayette. He was born in Ontario county, New York, August 29, 1829, and four years later moved with his parents to Michigan Territory. He attended the schools of that section a portion of each year until sixteen years of age. At twenty he worked for himself and attended a branch of the Michigan University four terms.

After teaching school four winters he embarked in mercantile pursuits, but failing health sent him back to farming, which he followed until 1863, when he enlisted in the army and served with Sherman in the Atlanta campaign and the march to the sea, passing through the grand review at Washington. In the fall of 1873 he came to Oregon, and the next year purchased the farm at Lafayette upon which he now resides. Mr. Derby has served his fellow citizens as school inspector, highway commissioner and justice of the peace.

R. P. EARHART, republican representative from Multnomah county, is one of the best known and most popular men in public office in the state. Mr. Earhart is a native of Franklin, Ohio, where he was born June 23, 1837, and came to Oregon in 1855. Since 1866 he has been almost continuously in the service of the public in some capacity, the most important of which were those of special U. S. Indian agent at the Warm Springs reservation, in 1866-67; representative of Marion county in the legislature, in 1870; in the U. S. surveying service from 1874 to 1878; secretary of state eight years; adjutant general of Oregon from 1885 to 1887, and now representative from Multnomah county. Mr. Earhart is engaged in business in Portland as manager of an insurance company.

THERON E. FELL, republican representative of Morrow county, is a dealer in wool, a member of the firm of Ayers & Fell, and manager of the Morrow County Land and Trust Company. He was born in Bloomington, Ill., in 1858, and became a resident of this state in 1882.

J. J. FISHER, M.D., is one of the republican representatives from Multnomah county. Dr. Fisher was born in Missouri, January 21, 1841, but grew to manhood in Indiana. He graduated at Rush Medical College, Chicago, and began the practice of medicine in Illinois in 1869. In 1871 he emigrated to Nebraska, where he served two years as coroner of Merrick county, and came to Oregon in 1880. He is engaged in the practice of his profession in Albina.

C. G. FISHER is a resident of Dallas, and a republican representative from Polk county.

EBER B. GAMBEE, democratic representative from Umatilla county, is a farmer and stock raiser living at Alba, in that county. He was born near Adrian, Michigan, September 24, 1852, and graduated from the University of Notre Dame, Indiana, in 1873, with the degree of A.B., and received the degree of A.M. in 1876. In 1874 he went to California and taught school until 1881, except two years, when he was editor of the *Ukiah Democratic Dispatch*. For five years he was a member of the county examining board, and for two years principal of the Ukiah pub-

lic schools. In 1881 he came to Oregon and embarked in his present business.

T. T. GEER, republican representative from Marion county, is engaged in farming at Macleay. He is a native Oregonian, and was born in the Waldo hills of Marion county, March 12, 1851, where he has always resided, except between December, 1866, and June, 1877, when he was a resident of Union county. Mr. Geer is better known in newspaper circles in the state than any other gentleman not directly connected with the press, as a frequent contributor upon topics of current interest, beginning his contributions when but seventeen years of age. In 1876 he was the unsuccessful republican candidate for the legislature in the democratic county of Union, and in 1880 was elected to the legislature from Marion county. He was one of the chief supporters of the bill providing for the state insane asylum building at Salem. He is now serving his second term.

W. B. GILBERT, republican representative of Multnomah county, is a prominent attorney of Portland.

G. W. GILHAM, M. D., republican representative of Grant county, is engaged in the practice of medicine in the town of Harney. Dr. Gilham was born in Josephine county, Oregon, February 22, 1860, and moved to LaGrande in 1863. At the age of nineteen he entered the medical department of the University of California, graduating two years later. He returned to La Grande and practiced medicine until 1885, when he moved to his present home in Grant county.

CHARLES GOODNOUGH, republican representative from Union county, is a resident of Island City. He was born in Calais, Vt., November 13, 1833, and came to Oregon in January, 1855. Mr. Goodnough is a carpenter, farmer, merchant and banker, and is now serving his first term in public office.

JOHN HAHN, republican representative from Clatsop county, is engaged in mercantile business in Astoria. He is a native of Germany, and was born April 21, 1846. Mr. Hahn came to New York in 1860 and to Oregon in 1872. He was a member of the city council from 1878 to 1881 and mayor of the city from 1881 to 1883.

S. R. HARRINGTON, republican representative from the county of Multnomah, is an attorney, engaged in the practice of law in East Portland.

N. C. HASKELL is a republican representative from Baker county, and is a resident of Baker City. He was born in Oxford, Ohio, March 17, 1850. He learned the printer's trade in the office of the *Record-Union*, Sacramento, Cal., and held a case on that paper in 1871-2. He then took a half interest in the *Sutter Banner*, at Yuba City, with which paper he was identified until 1874, when he became interested in the Marysville Mining and Water Co., operating at Au-

burn, Baker county, Oregon. He was appointed superintendent in March, 1877, and held that position until the property was sold to the Nelson Mining Co. in the fall of 1887. He is at present engaged in placer mining at Susanville, Grant county, in partnership with H. W. Sloan, of Canyon City.

CHARLES J. HOWARD, republican, represents the county of Josephine. He was born in Kewanee, Ill., September 17, 1855, and came to Jacksonville, Oregon, in 1860 with his parents, who crossed the plains with ox teams. He was educated in the public school at Jacksonville, and learned the art of surveying, which business he has followed since 1872. For four years he was county surveyor of Jackson county. In 1883 he moved to Josephine county and settled on the farm he now occupies.

WILSON T. HUME, one of the republican delegation from Multnomah county, is a rising young lawyer of Portland. He was born in Placerville, Cal., October 21, 1859, and was educated at Wabash College, Crawfordsville, Indiana. In September, 1880, he came to Portland, and until November, 1885, was stenographer and law clerk in the office of Dolph, Bronaugh, Dolph & Simon. In October, 1884, he was admitted to the bar, since which time he has been practicing, and is now a member of the firm of Watson, Hume & Watson. Mr. Hume is a prominent member of the Knights of Pythias, and is the present Grand Chancellor of Oregon.

JAMES A. HUNTER, republican representative from Wallowa county, is a resident of Enterprise. He was born in Ohio in 1832, and moved to Indiana in 1844 and to Kansas in 1858. He served three years in the Seventh Kansas Vol. Cavalry, and one year in Hancock's veteran corps. He came to Union county, Or., in 1877, of which Wallowa was then a portion. Mr. Hunter has voted for every republican candidate for the presidency from Fremont to Harrison.

A. C. JENNINGS, republican, represents the county of Lane. He was born Jan. 16, 1845, in Davis county, Iowa. He enlisted in Co. M, Ninth Iowa Cavalry, and served two and one-half years, doing much difficult and hazardous scouting duty, and though but a boy, was twice complimented and recommended for promotion. After the close of the war he engaged in school teaching three years and mercantile business six years, coming to Oregon in 1875. In this state he has been constantly engaged in farming, and has taught school several terms. Mr. Jennings was chief clerk of the Oregon house of representatives in 1887. He resides on his farm near Irving, Lane county.

T. J. KIRK, republican representative from Umatilla county, is engaged in farming at Centreville. He was born in Platte county, Mo., August 12, 1839, and is an Oregon pioneer of 1846.

**E. E. LABRIE**, republican representative from Douglas county, is engaged in farming and stock raising near Wilbur. He was born in Douglas county, Oregon, September 4, 1858.

**WILLIAM M. LADD**, a well known business man of Portland, is a member of the republican delegation from Multnomah county. He is a native Oregonian, born in Portland September 16, 1855, and was educated at Amherst college. Mr. Ladd is a director of school district No. 1, embracing the city of Portland, and a member of the old banking firm of Ladd & Tilton. He is connected with a number of important business enterprises throughout the northwest.

**R. R. LAUGHLIN**, republican representative from Yamhill county, is engaged in farming near North Yamhill. He was born October 23, 1828, in Lincoln county, Mo., and is an Oregon pioneer of 1847. Mr. Laughlin served as a private in the Cayuse war of 1848, and in the fall of that year went to the California mines, returning in 1851. In the Indian war of 1855-6 he again served as a private. He was a member of the house in 1866 and again in 1886, being re-elected in 1888.

**SAMUEL LAYMAN**, republican representative from Marion county, is a farmer by occupation, residing in Woodburn. He was born February 13, 1833, in Shenandoah county, Va. His father emigrated from Virginia to Ohio in 1836, and to Illinois in 1843. Mr. Layman moved from Logan county, Illinois, to Marion county, Oregon, in 1878. He was a member of the house during the session of 1887.

**JOHN W. MAXWELL**, republican representative of Tillamook and Yamhill counties, is a resident of the former. He was born in Fulton county, Illinois, December 3, 1831, and served a term as deputy sheriff there. In 1861 he enlisted in Co. K, Seventh Ill. Cavalry, and was mustered out as first lieutenant, declining further service and a captain's commission because of wounds and sickness. After the war he settled in Hancock, serving five years as a member of the county court, and once declining a legislative nomination. In 1881 he came to Oregon and settled in Baker county, removing to Tillamook two years later. He represented the counties of Tillamook and Clatsop in the session of 1887.

**E. O. MCCOY**, republican, represents the county of Wasco, and is engaged in mercantile business in Grant. He was born June 7, 1858, in Benton county, Oregon, and a year later the family moved to Umatilla county, at a time when few white people lived in that portion of the state. He lived on a farm until twenty-two years of age. In 1883 he engaged in business in Grant.

**ROBERT A. MILLER**, democrat, represents Jackson county, and is one of the most promising of Oregon's

young men. He was born near Eugene City, October 22, 1854, the family being among the earliest pioneers of the state. He graduated at the Willamette University in the class of '78, and was admitted to the bar March 7, 1887. He is president of the alumni association of the university and of the Southern Oregon Fruit Growers' Association. For a time he engaged in journalism, being successively local editor of the *Salem Statesman*, legislative reporter of the *Portland Oregonian*, associate editor of the *Polaris*, and editor and proprietor of the *Hesperian*. He is now engaged in farming and fruit culture at Jacksonville. His wide experience in farming, mining, stock raising, journalism and other pursuits, added to his academic training and legal studies, make him peculiarly adapted to the work of practical legislation, as he demonstrated while a member of the last house. He is aide-de-camp to Governor Pennoyer, with the rank of lieutenant-colonel, and takes great interest in the militia of the state.

**R. C. MILLER**, democrat, represents the county of Linn, and resides in Lebanon.

**J. C. MOORE**, republican representative from Washington county, was born in Washington county, Arkansas, September 3, 1830, and worked on his father's farm until reaching his majority. In 1852 he crossed the plains with an ox team, reaching Oregon without a dollar after a tedious journey of six months. He split rails for a living that winter, and then teamed two years, when he went to the California mines, returning in 1858. In 1859 he was elected assessor of Washington county for two years, after which he farmed until 1864, when he was elected sheriff, which position he held for three terms, or six years. He then lived upon his farm until 1877, when he rented it and engaged in merchandising in Greenville, in which he still continues.

**J. B. R. MORELOCK**, democratic representative from Linn county, is a mill operator residing in Brownsville, and was born in Morristown, Tenn., coming to Oregon in 1872. Mr. Morelock has been mayor of Brownsville, and is a man of great force of character.

**S. P. MOSS**, democrat, is joint representative from the counties of Lake and Klamath, and resides in Paisley, in the former county. He was born in Peoria, Ill., June 24, 1840, and came to Oregon with his parents in 1852, settling in Linn county. He resided in that county for sixteen years, and in Northern California and Southeastern Oregon twenty years, and is now engaged in stock raising. In 1856 Mr. Moss served as a volunteer in the Indian war then raging.

**J. MYERS**, democratic representative from Linn county, resides in Scio, and was born in the county he represents on the 8th of August, 1864. Mr. Myers

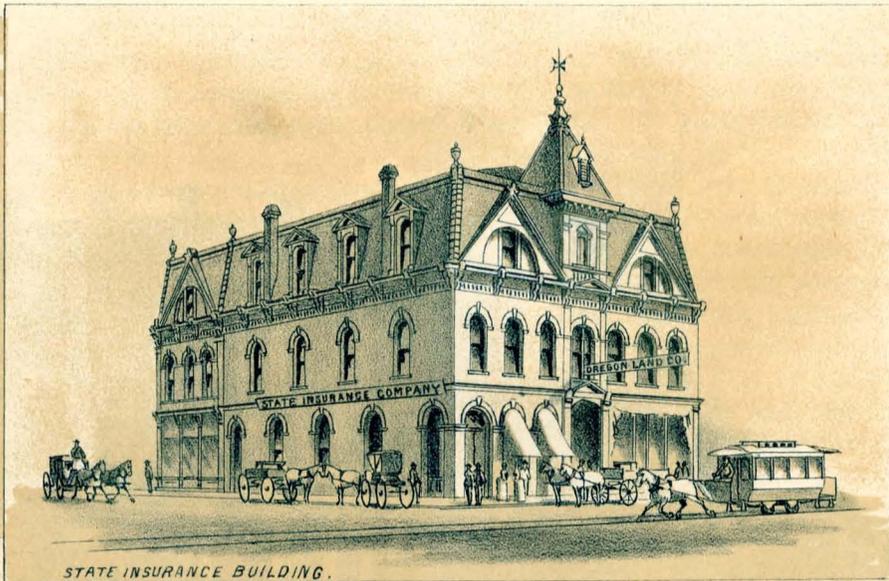


STATE STREET.



COMMERCIAL STREET.

SALEM, OREGON.



STATE INSURANCE BUILDING.



OPERA HOUSE



CHEMEKETA HOTEL.

SALEM, OREGON.

is an energetic young business man, a speculator and mechanic, and manager of the extensive lumbering business of D. Myers. He received the largest democratic majority in the state at the last election.

H. P. NAPTON, democratic representative from Malheur county, is engaged in the practice of law in Vale. He was born March 3, 1855, in Elk Hill, Saline county, Mo. His father, Wm. B. Napton, was chief justice of the supreme court of that state, and his grandfather, Thomas L. Williams, was chancellor of Tennessee. Mr. Napton is a graduate of the Washington and Lee University, Lexington, Va. He practiced law in Joplin, Mo., and was a partner of his brother, Thomas L. Napton, of Butte, Montana. He came to Oregon in 1882, and has become prominent in the legal practice and politics of the eastern portion of the state.

H. H. NORTHUP, republican representative from Multnomah county, is a prominent member of the bar of Portland, and a partner of the firm of Whalley, Bronaugh & Northup. He is a prominent member of the G. A. R., and has taken an active interest in the militia of the state.

PETER PAQUET, republican representative from Clackamas county, is a resident of Oregon City, and was born in St. Louis, Mo., January 13, 1839, where he attended public and private schools. In 1852 he came to Oregon with his parents, being six months on the road, and settled the next year on a farm in Clackamas county, where he spent his boyhood. He learned the boat building business, which he has followed occasionally, engaging also in saw-milling and general contracting and building. He has built some of the finest bridges, steamboats and buildings of the state. He was elected a member of the house from Clackamas county in 1870, and in 1872 received the nomination for county clerk, being defeated by only a few votes. In 1874 he was the republican candidate for state senator and was defeated by twenty votes, with three candidates running. In 1882 he received the nomination on the republican ticket for county judge, but the ticket was unsuccessful. In 1888 he was a successful republican nominee for the legislature. Mr. Paquet has been elected a member of the city council of Oregon City nine times, and has served one term as mayor and three as president of the board of fire delegates. He is a prominent member of Multnomah Lodge No. 1, A. F. & A. M., a history of which he is now writing.

HIRAM B. PARKER, republican representative from Clatsop county, is a well known business man of Astoria. He was born in Orange, Vt., September 1, 1827, and received such education as the schools of those days, with but three months teaching each winter, could offer. At the age of twenty-one he began

hotel keeping in a neighboring town, and in 1852 he came to the coast via Nicaragua, continuing his voyage from San Francisco, his first stopping place, to Astoria. He engaged in lumbering until 1860. In 1855 he was elected sheriff of Clatsop county, and again two years later. In 1862 he was sergeant at arms of the house of representatives of the state, and since then has served as justice of the peace and city recorder several terms, as deputy collector of internal revenue ten years, and police judge two years. He is now chairman of the board of school directors for district No. 1, and is proprietor of the Parker House, and has large steamboat and other business interests.

THOMAS PAULSEN, representative from Washington county, was born in Schleswig, Denmark (now in Prussia), February 19, 1835. He emigrated to America, and in 1861 came to Oregon as a soldier in the military expedition to protect immigrants from hostile Indians. For several years he worked as a printer in various portions of the state, and then settled on a farm in Washington county, in 1871, being now engaged in farming near Garden Home. Mr. Paulsen is president of the North Pacific Dairy Association, has served as county commissioner, and was also a member of the last legislature.

JAMES V. POPE, republican representative from Washington county, is engaged in farming near Forest Grove, and was born in Manchester, Scott county, Ill., August 4, 1836, coming to Oregon in 1884. Mr. Pope practiced medicine for twenty-five years, and served two years in the Ninety-first Illinois Infantry Volunteers as a private, hospital steward and surgeon.

F. S. POWELL, republican representative from Polk county, resides at Monmouth, where he is engaged in farming. Mr. Powell is a native of Illinois, and was born March 20, 1830, emigrating to Oregon in 1851 and settling on a farm in Linn county. In the fall of 1870 he moved to Polk county for better educational facilities for his family, where he has served two terms as justice of the peace.

W. K. PRICE, democratic representative from Jackson county, is a resident of Tolo in that county.

C. E. RICKERS, republican, represents the county of Douglas, and resides in Norfolk, where he is engaged in farming and logging. He was born in Penobscot county, Me, Nov. 10, 1850, and moved to Minneapolis, Minn., in 1859, where he resided until 1875, when he came to Oregon. Mr. Rickers has taught school both in Gardiner and Norfolk.

JOHN H. ROBERTS, republican, represents the county of Coos, and is a merchant doing business in Myrtle Point. He was born in Muskingum county, Ohio, March 21, 1841, and came to this state in the fall of 1843. Mr. Roberts enlisted in the Twenty-third Missouri Volunteer Infantry and served about

eighteen months and was wounded in the battle of Pittsburg Landing, or Shiloh, where he was in Prentiss' division. Afterwards he served as enrolling officer for Grundy county, Mo., by appointment of the governor, with the rank of captain. The present session is the third he has attended as representative of his county.

J. L. ROE, republican, resides at Summerville, where he has a fine farm, and represents Union county in the house. Mr. Roe was born January 10, 1852, in Huntingdon county, Pa., and removed to Iowa in 1856, where he resided until he came to this state in 1880. From 1872 to 1878 he taught school in winter and farmed in summer, except in 1873, when he attended the Missouri State Normal School, at Kirksville. Mr. Roe is a close student of political economy, and of scientific subjects and systems of theology, an equal suffragist and tariff protectionist, and made a joint canvass with his opponent at the last election.

R. V. SHORT, a resident of Wilsonville, Clackamas county, and republican representative from that county, was born March 31, 1823, in Allegheny county, Pa., and came to this state as a pioneer of 1847. In 1849 he went to the California mines, and was one of the famous vigilante committee of San Francisco in 1850, which drove the "hounds" from that city. The same year he made a survey of the city of Portland, and in 1851 settled on the farm he now occupies, engaging continuously since in surveying and farming. Besides filling several minor offices, he was surveyor of Yamhill county in 1856, a member of the constitutional convention in 1857, and assessor of Clackamas county in 1862-3.

E. L. SMITH, the gentleman chosen to preside over the deliberations of the house the present session, is a well known merchant of Hood River, Wasco county, which county he represents by selection of the republicans. Mr. Smith was born in Orleans county, Vt., in 1837, and moved to California in 1861, to Washington in 1866, and to this state in 1876. When in California he served as a member of the legislature of that state, and in Washington was a member of the council and secretary of the territory. In this state he was register of the U. S. land office at The Dalles, and is now serving his third term in the legislature. Mr. Smith is president of the Columbia Waterway Association, and is grand master of the grand lodge of the A. O. U. W. for Oregon, Washington and British Columbia.

J. M. STAFFORD, republican representative from Lane county, is engaged in farming and stock raising near Eugene City. Born in Atchison county, Mo., May 18, 1842, he came to Oregon with his parents, by ox team, in the large immigration of 1852, settling on a donation claim in Mohawk valley, Lane county,

where he still lives. Besides holding several minor offices, he has twice sat in the legislature, being the only republican representative elected from his county in 1886.

J. A. STROWBRIDGE, a republican representative from Multnomah, is a well known business man of Portland.

J. A. THOMAS, of Arlington, is a republican representative from Gilliam county, and was born in Douglas county, Or. in 1854. Mr. Thomas is a merchant, and was mayor of the city in 1886-7 and treasurer of the county from 1886 to 1888, when he was elected to the legislature.

D. P. THOMPSON, republican representative from Multnomah county, is one of Portland's leading business men and president of the Commercial National Bank. He was born in Cadiz, Ohio, November 8, 1833, and came to Oregon in 1854. Mr. Thompson is a blacksmith by trade, a surveyor and civil engineer by profession, and a banker by occupation. He was educated in the common schools and high school of his native town, where he also learned his trade. He was in the engineer corps of Gen. Jacob Blickensdorffer, now chief engineer of the Union Pacific, in the survey of the Steubenville & Indiana railroad before coming to this state. Mr. Thompson was deputy United States surveyor for twenty years, an officer in the First Regiment Oregon Cavalry Volunteers, governor of Idaho Territory, state senator from Clackamas county in 1868 and 1870, twice mayor of the city of Portland, presidential elector in 1884, and is now representative in the legislature, president of the Oregon Alpine Club, and director of school district No. 1, embracing the city of Portland. Mr. Thompson's business interests are very large throughout the entire northwest.

J. B. WALDO, republican representative of Marion county, is a resident of Salem.

JUDSON WEED, republican representative from Columbia county, is engaged in farming near Vernonia, and is a native of Jackson, Ohio, where he was born April 14, 1847. At the age of seventeen he enlisted in the army, and was one of seven brothers in the war of the rebellion. After the close of the war he attended the normal school at Lebanon, Ohio, and taught school until he came to this state in 1875. In 1886 he settled upon the homestead he now occupies. Mr. Weed has taught in Washington, Linn and Columbia counties, and was elected school superintendent of the last named in 1878, assessor in 1886, and representative in 1888.

J. N. WILLIAMSON, republican representative from Crook county, resides in Prineville and is engaged in raising sheep. He was born in Lane county, Oregon, in 1855, and when eight years of age moved with his

parents to Salem, where he attended the Willamette University. In 1876 he crossed the mountains and located in Prineville, where he has since resided, and though in a democratic county, has served as sheriff two years and is now its representative in the legislature.

JOHN Q. WILSON is a republican representative from Marion county, and a resident of Salem.

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#### ALBANY, OREGON.

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**D**URING the year just closed the city of Albany has shown remarkable progress and vitality, and gives indications of a future progress highly gratifying to its intelligent and enterprising citizens. The tax roll shows a marked increase over the value of property the previous year. The total valuation is \$1,322,546.00, divided into \$776,881.00 real estate and \$545,665.00 personal property. Upon this there are indebtedness and exemptions to the amount of \$290,000.00, leaving a net taxable value of \$1,031,806.00 within the limits of the city, which will yield a revenue of \$4,501.06. The estimated population, based upon the tax roll, is three thousand one hundred and fifty, not including recent arrivals and temporary residents. The prosperity of Albany is based upon the excellence of the large area of tributary agricultural land, upon its large and cheaply utilized water power, and upon its unrivaled transportation facilities, to which are added valuable coal and gold and silver mines now being developed.

Linn county is one of the oldest settled portions of the celebrated Willamette valley, and has always been noted for its excellent crops and fine farms. Its products are largely marketed through Albany, and almost the entire county is tributary to that city, as, also, is a large area of fertile land lying on the west side of the Willamette river. There is much land but partially improved lying between the city and the mountains, which can be purchased at extremely low rates, and in the foothills both government and railroad lands are open to settlement. Improved lands may also be found by those who have money to invest in that class of property in preference to buying cheaper land and making the improvements themselves. The agricultural regions are gradually filling up, and yearly a greater area of land is put into productive condition. Many orchards are being set out, and dairying is largely on the increase, both of these forms of agricultural industry being profitable in this region. Albany feels the effect of this increase in population, production and values in the surrounding country, and its citizens are industriously engaged in

the work of providing additional facilities for marketing the products and transacting the business.

The Santiam canal, an artificial waterway from the Santiam river to Albany, supplies the power for manufacturing purposes. The canal is twenty feet wide, with a fall of four feet to the mile, and carries a body of water three feet deep, amounting to twenty thousand running feet per minute. The supply of water can be easily and cheaply doubled whenever the growth of manufacturing demands it. Shipping facilities are at hand superior to those possessed by any other city in the valley, and arrangements are being made for others. On the Willamette river steamers of the O. R. & N. Co. ply between the city and Portland, while those of the Oregon Pacific bring freight from up and down the stream to the railroad at Albany. The main line of the Southern Pacific's Oregon system, connecting Portland and San Francisco, passes through the city, and from this point a branch runs to Lebanon, a thriving town to the eastward. The Oregon Pacific crosses the Willamette at this point by means of a fine bridge, giving Albany access to the ocean at Yaquina bay. This road is completed sixty miles east of the city, and will be finished across the Cascades by the end of another year, making connection with an overland road in the vicinity of Snake river, and placing Albany on another transcontinental system. A company has been organized in Astoria to build a road from that city into the Willamette valley, and the citizens of Albany have incorporated a company to cooperate with this movement and secure for their city the terminus of the Astoria line. Construction has already been commenced on the line south from Astoria. When this project is carried to successful completion Albany will have a third seaport from which to ship her products.

From whatever point the city is viewed, the future of Albany seems bright with promise. Anticipations of rapid growth are not based upon theory merely, but upon the continued operation of causes already at work, whose effects are now being felt, and which must have a steadily increasing influence upon the welfare of the city. No interior town in the entire northwest offers greater promise than does this thriving city of the Willamette.

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#### McMINNVILLE'S PROGRESS.

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**A**TENTION has been frequently called in the columns of THE WEST SHORE to the evidences of prosperity exhibited in McMinnville and the surrounding country. Yamhill county has always been acknowledged as the cream of the Willamette valley,

and McMinnville, its county seat and chief town, is enjoying the prosperity naturally expected in a town so surrounded. During the year 1888 forty-two new dwelling houses were built in the city, a court house costing \$45,000.00, a school house costing \$15,000.00, and several business houses costing \$5,000.00 were erected. Jones & Co., owners of a saw mill and sash and door factory, have just purchased a tract of land and water power, where they will at once build a large factory and equip it with new machinery, and will also build a brick business block. A creamery company has recently been organized, the stock being freely subscribed by both the citizens and the farmers of the surrounding country, to whom it will be a mutual benefit. Another project, that of a large fruit cannery, is under consideration. This enterprise will require a capital of \$60,000.00, and a gentleman interested in it and willing to invest a large sum of money is negotiating with Chicago gentlemen for the required capital. A building and loan association is being organized, similar in scope to those that have been so successful in Portland and elsewhere, and will be of great assistance in providing homes for the people. During the current year many improvements will be made. Water works, a sewer system, electric light plant and graded streets are the public improvements expected to be made, and several new business blocks are promised, while the number of new residences will undoubtedly exceed those of the past year. With such a solid foundation for its business to rest upon, McMinnville is one of the most substantial and prosperous cities of the Willamette valley, and in a few years will surpass, in business and population, some which have now attained a larger growth, but which do not possess the elements of steady and permanent advancement to be found in Yamhill's metropolis.

#### WASHINGTON COUNTY, OREGON.

L YING immediately adjacent to Portland on the south and west, and connected with its markets by two lines of railway and excellent wagon roads, is the county of Washington, most excellently adapted, both by location and resources, to diversified farming, such as dairy, fruit, vegetables, poultry, grain, hay, etc. The farmers have improved the extremely favorable weather of the past few weeks to get in their crops, put their land and orchards in first-class condition, and in every way provide for a bountiful harvest the coming summer and fall. As has been intimated, nearness to Portland is one of the chief advantages of Washington county, as it enables them to reach market quickly and cheaply, and therefore secures a larger net return for labor and capital invested in agricul-

tural pursuits. The prosperity of the country is shown in the thriving condition of Hillsboro, the county seat, and Forest Grove, the site of the Pacific University. Both of these towns depend upon the surrounding country for support, and are making a steady and permanent growth as the resources about them are developed. There are large quantities of unimproved and partially improved land for sale at reasonable rates, which is well adapted to diversified forms of agriculture, and an industrious man with but little capital can secure for himself a good home in a few years, chiefly by the work of his own hands, steadily and intelligently applied. Improved land can also be bought, but at much higher figures, yet at rates which would be considered low by the owners of high priced land in eastern states. There is room in Washington county for ten times the population it now contains, and choice land for all who seek it intelligently. Hillsboro has shown decided advancement during the past year, and the indications point to increased prosperity the coming year. Forest Grove is a most delightful town, occupying a beautiful site and possessing charming residences. It is one of the most pleasant residence towns in Oregon, and near enough to Portland to feel the effects of metropolitan improvements and growth.

#### THE TOWN OF NEWBERG.

T HE remarkably fine weather of the past month has been improved to the utmost by the energetic citizens of Newberg in doing work which had been planned to be done at the earliest opportunity. The progress being made in the matter of building up the town, clearing adjacent tracts of land, setting out fruit orchards and improving the highways, is astonishing, and is equaled by none of the new towns of Oregon. Lying in the midst of a beautiful and fertile valley, where both soil and climate render fruit culture and all branches of agriculture specially profitable, and enjoying both rail and water communication with the Portland market, Newberg certainly possesses elements of growth and prosperity that must recommend it to every thoughtful man seeking a location, either in town or country. The Chehalem valley, though all owned by settlers, is not one-fourth under cultivation, and opportunities for purchasing the finest quality of unimproved lands within a short distance of Newberg, and at extremely low figures, can be found by any man seeking them. Small tracts for fruit culture have been cleared by the citizens and are offered for sale at prices below those charged in some other localities, the object of the citizens being to fill the vicinity with an industrious and intelligent class of people, and thus build up the town in a substantial manner. The Chehalem Valley Board of Immigration, of Newberg, is handling land of this kind for the accommodation of home seekers, and will cheerfully give information to all who apply in person or by mail.

## Northwestern News and Information.

IN WESTERN ALASKA.—The *Alaskan* publishes the following from the notes of Governor Swineford while with the government cruiser *Thetis* in the western part of the territory last summer: "I was particularly desirous of calling at Green island, which is one of the group in the entrance of Chugach gulf, for the purpose of securing a mummy from one of the caves there for the national museum, but the absence of an experienced pilot made it impracticable to do so. In a cave, or caves, on the island mentioned, as also in those on the Four Mountain islands west of Ounalaska, I am told by those who have seen them, there are numerous corpses of a race of people believed to have inhabited these islands long anterior to the coming of those found here when the Russians first came. They are said, those in the Green island caves, to be closely and tightly wrapped in several thicknesses of fur skins, while those in the Four Mountain caves are simply clothed in dogskin parkas, a garment like a shirt, with a hole made in the upper part just large enough for the head to go through. They differ from any of the native people of the present day in that their hair and beards were red, and the skins of their bodies black. Who and what these people were, and whence they came, is a question which will probably never be solved. A cattle and sheep ranch has been started on Long island, which lies a few miles to the eastward from St. Pauls, and also a fox ranch, with the intention of breeding the valuable silver gray, the pelts of which are worth all the way from \$40.00 to \$100.00 in the market. Thursday morning, June 7th, we bade good-bye to St. Pauls and steamed away for Cook's inlet, which we entered while it was yet daylight. We encountered, during the day, a large number of whales, principally finbacks, which are not of sufficient value for either oil or bone to be sought. One of these was being chased by a thrasher, the whale evidently making frantic endeavors to elude his small but persistent enemy. The thrasher, which is a large species of the shark family, would, whenever the whale came up to blow, raise nearly his whole length perpendicularly out of the water, poisoning himself, as it were, for an instant on his caudal fins, and then throw himself bodily and with great force upon the monster's head, whereupon the whale would go down, lashing the water into foam with his enormous tail. The fight was kept up till both were out of sight, though I must say it appeared to be all fight on the one side and a desperate attempt to escape on the other. I have since been told by old whalers that such fights are of frequent occurrence, the sword-fish assisting the thrasher and making his attack from below, thus driving the whale back to the surface whenever he attempts to go down, thereby preventing his escape. It is claimed that when thus attacked the whale, if not killed outright, is certain to be blinded and driven into shallow water, where he runs aground and is certain to die before released by the rising tide. To the thrasher and sword-fish the natives of this northwestern coast owe a large part of their subsistence. The tides in Cook's inlet are, perhaps, more rapid and violent than at any other point on the Pacific coast, frequently running at the rate of eight to ten miles an hour, with an average rise and fall of twenty-five to twenty-eight feet. The flood rolls in one vast volume and with a thundering noise, carrying everything before it, increasing in speed and violence as the shores approach nearer to each other. As

a consequence, the tidal currents are very dangerous, rendered none the less so by the existence of numerous conically-shaped rocks rising from the bottom uncomfortably close to the surface, and which in themselves render the navigation of its waters more or less perilous. The distance from the entrance to the head of the inlet is very nearly two hundred miles, but in the absence of surveys its navigation beyond Kenai, the most northerly point on its shores reached by the *Thetis*, is altogether too dangerous to be lightly attempted by vessels of deep draft. During the evening we passed in plain sight of Chernaboura volcano, which I failed to see on our way up the inlet. This volcano appears on the government charts as Augustin island, and is situated on the west side of the inlet about fifty miles from the entrance. It is about twenty-five miles in circumference at the base, and low on the sea side, whence it rises in regular, though steep, ascent into a lofty conical mountain, presenting nearly the same appearance from every point of view, and clothed with perpetual snow and ice down to the water's edge. A few years ago this isolated peak, without warning, broke out into violent eruption, with a thundering sound and a rumbling and shaking of the earth which frightened the natives for hundreds of miles in every direction. For a time it vomited forth a great shower of ashes, which fell upon and covered the ground miles away to a depth of several inches, finally settling down to a steady emission of flame and smoke, lasting for a period of a year or more. Now it emits a thin, vapory smoke only, which could be seen rising in considerable volume from its peak as we passed along, though at no time did we approach nearer than thirty miles to it. That night I remained up till 1:00 o'clock, to see for myself how much darkness there might be on a June night in the latitude of sixty degrees north. I found that I could see to read ordinary print quite readily at half past twelve, and that at one o'clock there was perfect daylight, so that there was no absolute darkness, only a little deeper shade of twilight between twelve and one than that which prevailed in the hours immediately following sunset. The next morning on rising we found ourselves in Shelikoff straits, which lie between the islands of Kodiak and Afognak and the Alaska peninsula, and for a hundred miles we steamed along through mountain scenery inconceivably grand and awe-inspiring. My feeble pen may not attempt a word picture of scenery such as that which encloses this wide strait; it failed to give an adequate description of the St. Elias Alps, and in this case it will not attempt to portray that which is beyond the skill of artist, and in depicting which even the most fervent imagination may not charge itself with exaggeration. It is simply grand and beautiful beyond the power of pen to describe. It must be seen to be appreciated."

THE UNION PACIFIC'S MOVEMENTS.—The Union Pacific company appears to be preparing for important extensions of its lines in the west, as was noted in the December number. Thus far the Union Pacific in its own name has not reached far this side of the Rockies, the only instance where it has pushed fairly through those mountains being its line to Ogden, in Utah. The Utah & Northern, from Ogden northward in Idaho and Montana and the Oregon Short Line from Granger, in Wyoming, to Huntington, Oregon, are two important roads which

are a part of the Union Pacific system. Only by connection with the Central Pacific, at Ogden for San Francisco, and at Huntington with the Oregon Railway & Navigation Company for Portland does the Union Pacific now reach a western seaport. But now a disposition is manifested to give this important railway system a better hold on the business of the Pacific slope. Instead of being at the mercy of its connecting lines for Pacific coast traffic the Union Pacific is now moving to extend its own lines to tide water and important trade centers on the Pacific coast. Surveying parties have for some time been in the field locating a line to run from Ogden through Northeastern Nevada and Southwestern Idaho, through Oregon to Portland, and Northern California to San Francisco. Just where this line will divide to go to San Francisco and Portland has not yet been determined. It will pass through a vast tract of country as yet uninvaded by railroads, and open up the richness of a region by many supposed to be all desert and lava beds. The chief industry of that section now is stock raising, and the herds roam over a vast stretch of country that would be made choice agricultural land by irrigation. This is especially true of Idaho and Nevada. But a railroad through that country would give a great incentive to irrigation and kindred enterprises for rendering the soil fertile and would promote the development of the full resources of the region. The proposed lines of this road are through a section that is now as remote, probably, as any portion of the United States from railroads. There is also some talk in railroad circles about the Chicago & Northwestern building a line from its present western extension to the Pacific through nearly the same section the Union Pacific's engineers have been operating in. It is probable that not many months will pass before there will develop projects for adding two more transcontinental lines to compete for the carrying business of this coast. The joint lease of the O. R. & N. by the Oregon Short Line and the Northern Pacific and the union of the Central and Southern Pacific system makes the situation of roads dependent upon those for coast business unsatisfactory and they will endeavor to be independent of the regulations of competing transportation lines by building their own roads. The Manitoba is another railway that is surely aiming for the Pacific.

**CASTLE MOUNTAIN MINES.**—Among the new mining districts coming into prominence, that of Castle Mountain, Montana, is taking a leading position. Its prominence is caused by the fact that there is found the only carbonate ore yet discovered in Montana, and because a number of leads that have been opened have paid for their working from the very beginning. The leading mines now being developed, and on the remarkable showing of which the prophecies of greatness for the camp are largely predicated, are the Judge, Legal Tender, Alice, Black Hawk, Hidden Treasure, Sir Robert Peel, Gladstone, Tierney, Yellowstone, Cumberland, Grand Central and Jumbo. A smelter was put in last summer, and its work has demonstrated the remarkable richness of the ore found in a number the mines enumerated. An old Leadville miner recently expressed an opinion about Castle that is based on his experience, and the opinion of a practical miner is often worth more than that of the highest-priced expert. He said: "You will see a big mining excitement in 1889. In 1849 it was in California, in 1859 it was Pike's peak, in 1869 it was Virginia City, in 1879 it was Leadville, and in 1889 all old miners expect the stampede to be to Montana. Montana has never had a stampede, and yet she led the country with \$26,000,000.00 of ore products. Every old miner in the United States has his eyes on Montana, and is watching to see which is the district to

which the stampede will run. I came to the Castle camp because I heard of it everywhere. I didn't happen to drift in, but came because in my judgment it is the coming camp. Carbonates have never been found anywhere else in Montana, and while they may be discovered in other localities, for the surface of this territory has only been scratched over, I never saw in any camp a mine which paid for working from the start, and where they took out such silver and lead ore from the grass roots as they have in the Judge mine and others in the Castle group. If the present results continue, it is my opinion that she will be greater than Leadville, and in this opinion I am joined by hundreds of other experienced miners, of whom I may mention Mr. Billy Wilson, of the famous Lake Valley mines of New Mexico. There isn't an ounce of refractory ore in the camp. Why, you can put the ore in a pan and melt it down on a blacksmith's forge. That little smelter at Castle is the only one I ever heard of which started right out from the beginning and ran continuously without chilling or freezing, and I don't believe this ore will be discovered again anywhere in this country."

**THE PUGET SOUND COUNTRY.**—The *American Agriculturist* has the following description of Puget sound and the flora of Washington: The most important towns in Western Washington are situated on Puget sound, one of the most beautiful inland seas in the world, and the only one which commands such magnificent views of water, forest and snow-capped mountains in immediate proximity. It has been called the Mediterranean of America; but the metaphor is misleading, for while the European sea reveals only scenes identified with civilization, here all is primeval expansiveness and rugged grandeur. Hemmed in by dark green forests that extend in an unbroken mass from the Pacific ocean on the west to the snow-capped Cascades in the east, and locked in the embrace of two mountain chains ranging from five thousand to fourteen thousand feet in altitude, it presents a panorama of wild and luxuriant beauty. This tranquil sea, which is almost as placid as a park lake in summer, has a length of one hundred and twenty miles, a coast line of sixteen hundred miles, and has an area of two thousand square miles. It has as many windings through the forest as Cretan Labyrinth had, but the main channel is direct enough, its deflection from a straight course being very slight. It contains several basin-like harbors, on whose shores the principal towns and lumber mills are situated. These have a sufficient depth of water to enable the largest sea-going vessels to tie up to the wharves without any apprehensions about low tides. Puget sound is probably the only sea which is blamed for having too great a depth of water. The shores are so bold that ships can haul alongside them and make fast to a tree and be as safe as if they were in dry docks, as storms can not reach them owing to the protecting forests. The lover of botany will find the vales and prairies of this region exceedingly attractive, for out of the four hundred species of flowers gathered in the territory, one hundred and fifty are indigenous to the prairies. The flora are distinguished by their "loudness" of color, compared with their eastern or European kindred, the most prominent hues being pink, crimson, white, yellow, red, lilac and purple. This brilliancy is probable due to an abundance of heat, moisture and light, and in some instances to a fertile soil. Modest blue is rarely seen; so it is evident that warm and abundant rains have a marked influence on color.

**INDIANS OF MONTANA.**—The annual reports of the seven government Indian agents of Montana show some interesting facts regarding the condition and progress they are making. The

Indians belonging to the Blackfoot agency are making marked progress in civilization. They desire lands to till and have houses to live in, and manifest a degree of industry. During the past year they have constructed about eight thousand rods of fence, and have brought considerable land under cultivation. The average attendance at a boarding school was thirty, and at a day school forty pupils per day. The sanitary condition of the Indians is improving, and a better observance of the marriage relation is maintained. Twenty-three hundred Indians belong to the Crow agency, and these are gradually wasting away from hereditary disease and the change from a nomadic life to homes and to a meat diet. The fuel question is a perplexing problem to these Indians. The marriage of white men to Indian women is deprecated because of the turbulent characters that are thus gotten into the tribes, and it is recommended that all these squaw men be ordered from the reservation. One of these squaw men claims the right, by virtue of the interest of his wife and children, to pasture twenty thousand head of sheep on the reservation. At the Flathead agency two thousand and eighteen Indians are reported, all in good condition and making commendable progress in tilling the soil and raising stock. There are nine hundred and sixty-four Gros Ventres and eight hundred and thirty Assinaboines at the Fort Belknap agency, and at the Fort Peck agency there are eleven hundred and seventy-eight Yanktons and seven hundred and thirteen Assinaboines, who are greatly in need of cattle and wagons. This reserve amounts to about one million seven hundred thousand acres. The Indians cultivated about seven hundred acres last year, and have about two thousand acres under fence. The agency boarding school shows a daily attendance of one hundred and ninety-three. Fully thirty per cent. of these Indians are afflicted with rheumatism and kindred chronic complaints. The Northern Cheyennes, at the Tongue river agency, have a good start in stock raising, and with a little encouragement would make a success of it; but they have done little in other branches of agriculture. Their physical condition is good and they seem to be in more comfortable circumstances than the other Indians of the territory. They do not take to civilization very readily, however.

A BIRD'S-EYE OF THE WORLD.—There is a widespread demand by all readers and students for a work that shall furnish compactly and attractively, all the essential facts and statistics of the different regions of the world and the races that inhabit them. All this information has been industriously sought, carefully tested and proved, and is brilliantly told in one handy and handsome volume by Onesime Reclus, the famous French geographer and savant. The author has really succeeded to a surprising degree in accomplishing his purpose. It is a wonderful book and there is no other like it. It is just what its title represents it to be—a look all around the world—but it is the world seen through the eyes of the largest intelligence and described with inimitable vigor, freshness and picturesque grace, combined with studious and painstaking accuracy. The result is the story of the world. The more the volume is looked into, the greater is the sense of its wide scope and its masterly preparation. Attractive reading for the family gathered around the evening lamp, it is also a handy book of immediate reference for the busy man who would illuminate his daily news with more accurate information. In brief, a great deal of hard work, painstaking and skill have gone into the preparation of this volume which is no catch-penny concern, presenting a huddled mass of pitch-forked facts to the innocent reader, under the pretence of encyclopedic information. It is what it professes to be, a short view of all the peoples and countries under the sun,

so arranged and digested that a great deal of useful and interesting knowledge is packed handily in a limited space. While a child would never tire of the fascination of the facts illuminated by three hundred and seventy-one illustrations of which ninety-nine are full page, the most thoroughly read man will find on every page something, the importance of which he never realized so fully as when a geographical expert presents it with scientific effect in attractive phraseology. The man who prepared this work is a genius in such effort. There are no weak spots in it. The publishers have done their best for the mechanical part of getting up the work and their enterprise leaves nothing to be desired in that respect. The J. Dewing Company, 813 Market St., San Francisco, Cal., are the sole agents for the work this side of the Rocky mountains and all applications for agencies should be addressed to them.

EASTERN OREGON MINES.—Preparations are in progress for an unusually active season at the Ochoco mines near Prineville, beginning with the spring thaws. A representative of an Alaska mining company has been looking over these mines, and was favorably impressed with them, and if that company makes the purchase in question, extensive operations will be at once commenced. Owing to the flatness of the ground, a bed rock flume three or four miles long is necessary to work to advantage, and the present miners are unable to make the necessary expenditure for this. The Alaska company will work the mines thoroughly if it obtains possession of them.

There is considerable activity manifested in Lake county mines, even in the middle of winter. At Granite, the crusher and concentrator of the La Bellevue mine is kept running night and day, and there is ore enough now in the dump to keep running all winter. The Monumental mine is showing up a fine body of ore as the tunnels progress. Development work will be pushed all winter, and in the spring the company's mill will be started. At Cracker creek the usual winter quiet prevails, but there is every indication that vigorous operations will be resumed with the opening of spring. A road from Sumpter to Cracker creek was recently constructed, and this will enable miners to get to the mines earlier than usual in the spring. The Berry mine is turning out free milling ore that is extremely rich. The proprietors have refused a good offer to sell this mine. The recent reports of gravel find on Powder river have proved to be authentic. Some Chinamen made the discovery in the channel of the river at low water. The dirt is so rich that the river has been located for several miles of its course, and next season the water will be turned from its natural course and the old river bed worked. A mine in the Pocahontas district, known as the Big Aleck, was recently sold to an English syndicate for \$150,000, and it is announced that a large mill will be erected and then mining operations prosecuted on a large scale next season. This mine is only about six miles west of Baker City, and in one of the richest placer gold belts on the Pacific coast. This will undoubtedly lead to opening up various other rich properties in that neighborhood.

MONTANA'S WEALTH.—The aggregate value of the output of the mines of Montana during 1888, as ascertained from official and semi-official sources, was about \$40,500,000.00, about \$23,000,000.00 of which were produced at Butte. The record for 1888 makes Montana easily the largest precious metal producer in the United States. Butte claims to be the center of the richest mining region in the world. In 1887 Colorado ranked first and Montana third of the billion producers of the United States. With the completion of the gigantic works now in course of erection at Helena and Great Falls, the capacity for

producing bullion will be greatly increased, and the output for 1889 is expected to show a greater increase than for 1888. A good criterion by which to judge of the commercial standing of any community is afforded by its banking business. At the close of 1888 there were in Montana seventeen national banks and fourteen private banks. The aggregate capital of the national banks was \$1,975,000.00, and the capital and surplus of the private banking institutions aggregated \$1,650,000.00. The surplus and profits of national banks for the year reached a total of \$975,000.00, making a grand total of capital employed in banking in the territory, \$4,600,000.00. The deposits in national banks reached a total of \$9,758,125.00, and in private banks it was estimated at \$2,500,000.00. The aggregate of cash transactions of all the banks for the year are estimated at \$504,000,000.00. The votes polled in Montana last November were seven thousand seven hundred and fifty-two more than at the election in 1886, and thirteen thousand and forty-five more than in 1884, when more than twice as many votes were cast in this territory as were cast last November in Nevada. Forty thousand and fourteen votes were cast last November in Montana, upon which basis the total population is estimated at one hundred and sixty thousand. The last assessment showed the taxable property in Montana to be worth nearly \$70,000,000.00, a gain of about sixty-five per cent. in five years. On the strength of such powerful arguments Montana wants to be admitted into the Union.

QUARTZ PALACE FOR MONTANA.—Sioux City had her corn palace, St. Paul her ice palace, New Orleans is about to have a cotton palace and the Helena *Herald* now suggests that Montana have a quartz palace at Helena. The territory of which that city is the capital produces more gold, silver, lead and copper ore than any other state or territory in the union. Mining is her chief industry and the time has come for her to make some visible and substantial showing of her wonderful resources in this line. There is not even a public collection of ores from Montana mines in the territory. Individual cabinets are many and valuable, but there is no territorial or city museum, where the visitor from foreign parts can be taken and shown samples of Montana's chief product. There is not a mine in Montana, or for that matter in Colorado, Idaho and Utah, that would not donate a memorial stone for the building. Much of the material also, would be presented, and the balance purchased at reasonable terms. Ice palaces will melt and corn palaces will burn, but a quartz palace would stand for years, a perpetual source of gratification to residents and of wonder to strangers. There are few communities able to erect such a monument on such a scale of splendor, but Helena has the wealth, the enterprise and the resources to successfully accomplish it. Helena can have a quartz palace that will be headquarters for mineral exhibitions during the territorial fair and the nucleus of a territorial museum. Its walls may be built of gold, silver, copper and lead ores, combined with blocks of Montana granite and other native building materials, and there can be a tower of memorial stones from all the noted mines and quarries that will contribute. The opening of the palace should be made a popular festival and could be held either in the winter or at fair time. Additions to the palace and its contents could be made from year to year and a special time set apart for annual re-openings. The *Herald* hopes to have such a palace when the territory is admitted to the union this year.

FISHERIES OF THE NORTH PACIFIC.—The United States fish commission steamer *Albatross* has been of important service in discovering and locating valuable fishery banks in the North

Pacific. During the past summer the *Albatross* discovered a valuable fishery bank about thirty miles off Shoalwater bay, and another on Hector bank, a little south of Tillamook where live bottom was found with every indication of good fishing grounds. This discovery was made last October. The Gloucester fishermen who have been operating in the North Pacific during the last year or two have demonstrated the fact that valuable food fishes exist here in abundance. They seem only to care for the halibut. The black cod, which abounds here, is esteemed by many to be the finest food fish of the ocean. The British Columbians appreciate the merits of these fish, and are establishing stations for taking and curing them. A station is now being built on Queen Charlotte island which will be headquarters for black cod fishing, and the catch will be salted there for shipment to eastern markets. Some time during this month the United States fish commission is expected to send a car load of lobsters and white fish to be planted in Puget sound. Interest in the North Pacific fisheries is rapidly developing, and Port Townsend and Gray's harbor promise to become central points for deep sea fishing interests. This is a new industry to the North Pacific and it promises to expand indefinitely. An important step in the direction of prosecuting deep sea fishing has just been taken at Yaquina bay, Oregon, where a company has been organized for this purpose, with a capital stock of \$250,000.00. A boat, to be propelled by both steam and sail, and to measure about ninety-five tons, is now in course of construction for deep sea fishing. There are fishing banks about forty-five miles southwest of Yaquina.

KAMLOOPS COUNTRY, B. C.—The *Inland Sentinel* of Kamloops, B. C., published an exhaustive review of the industries of that region for the year 1888. That country is located on both sides of the Frazer river, a considerable distance inland. In the Lilloet district there were ninety-five placer claims recorded during the year, and they yielded \$55,000. Over \$150,000 were taken out of Cayuse creek during the year. Gold is deposited along the banks of the Frazer during the high water every year, and thus furnishes lucrative employment to quite a number of men. There is a good coal mine in this district and the agricultural products are considerable. In the Similkameen valley \$100,000 of gold were mined during 1888, one nugget worth \$700 being picked up by a Chinaman. Besides the rich mineral resources of this valley it is well situated for dairying and fruit raising, some very satisfactory ventures in those having been made. In the Rock creek mines and the Crofter settlement there are gratifying indications of rich mineral wealth that is just beginning to be reached. One hundred and two mining locations in the East Kootenay district were recorded during the year, and in West Kootenay mines \$500,000 were invested last season. The latter is a purely mining and timber district. One of the most productive agricultural sections in British Columbia is the district of Spallumcheen, which is easily reached and is being rapidly developed. The output of the Cariboo mines for the year was about \$250,000. The Illecillewaet and Nicola mines showed some rich developments and considerable capital was put in them during 1888, which will greatly increase their production. All along the Frazer and Thompson rivers the year was a prosperous one, and seems to have been the beginning of a new era of development.

WALLA WALLA, W. T.—An abstract of the assessment roll for Walla Walla county, Washington territory, published in the annual review of the *Walla Walla Union*, shows an increase of \$1,593,335 in 1888 over the assessed valuation for the previous

year. The figures for the last year are \$6,786,500. Last year the wheat crop of the county amounted to two million twenty-three thousand two hundred bushels, worth \$1,416,240. Walla Walla county comprises deeded lands to the amount of three hundred and seven thousand nine hundred and eighty-eight acres, of which one hundred seventy-three thousand eight hundred and eighteen acres are improved; and two hundred and thirty-seven thousand six hundred and forty-nine acres which the Northern Pacific railway company claims and is assessed for. There are two banking houses in Walla Walla with a total capital of \$300,000, and deposits aggregating \$1,500,000. There are three hundred and seventy-five dealers in the city, the aggregate of whose business for 1888 was about \$11,000,000. The postal receipts for the year were over \$12,000. Walla Walla has nearly seven thousand people and is in a flourishing condition.

**JOSEPHINE COUNTY MINES.**—Among the richest of the gold-bearing districts of Oregon is Josephine county. Thus far the mining operations there have been chiefly confined to shallow placers and creek bars, the large gravel channels that traverse the county being unworked for want of capital. One of the chief difficulties which attend the working of these mines is the lack of water. This will, in many cases, have to be brought for miles. When once secured, however, it could be made to do duty in exhaustless beds of gold-bearing gravel. There are about a dozen creeks in the county on which gold mining is now profitably carried on, but in the region of the Illinois river, in the southwestern part of the county, are found the richest placer mines, which were extensively, though rudely, mined in the early days. The hundred and one gulches which found their way into the river, yielded abundant returns to the lucky finder. They must have carried untold wealth into this river, where it now lies on the rock bed waiting for those who have the courage and inclination to seek for it. The country abounds in ledges, the largest of which is the famous Yank ledge, on the Rogue river, which has been traced twenty miles, is two hundred and fifty feet wide, and lies about five hundred feet above water. It will require a quite expensive plant to work this ledge, but when once established it will have work for an unlimited period, for the ledge is practically exhaustless. The mineral productions of the county are gold, silver, sulphate of iron, copper, antimony, arsenic, nickel, limestone, coal, granite and marble. Timber and good water power are plenty and the prospects point to a largely increased output from the mines of that section the coming year.

**GREAT FALLS, MONT.**—The holiday edition of the Great Falls *Leader* reviews the progress of that enterprising city since its foundation. The town is located at the Great Falls of the Missouri river and the site was surveyed in 1882. During 1887 the Manitoba railway was completed through the city to Helena, some seventy-five miles to the southeast, and that year improvements valued at \$300,000.00 were made in Great Falls. Now there is a city of four thousand two hundred and fifty inhabitants and \$1,000,000.00 worth of improvements were made last year. Among the important events of the year are the completion of the railroad and wagon bridges across the Missouri, the establishment of the great reduction works at a cost of over half a million dollars, the building of the Episcopal and the Methodist churches and the holding of two terms of the district court which cleared the moral atmosphere to a great extent. The Sand Coulee railroad was built and a village of five hundred inhabitants has already been established at those mines. Among the principal buildings of the town the school-house, two hotels and the county jail were built last year. In

October the city was incorporated and at a non-partisan election the founder of the "Cataract City," Paris Gibson, was elected its first mayor. Among the projected improvements for the current year are the erection of water works plant, the building of a dam and canals at Black Eagle falls, the extension of a railroad into the rich mining fields of Neihart and Belt and the agricultural lands of the Judith, and the establishment of huge works at Black Eagle falls. This promises to be a year of great prosperity for Great Falls and vicinity.

**ADMISSION OF WASHINGTON.**—Early in January a convention was held in Ellensburg, W. T., to petition congress for the admission of the territory to statehood. Among the facts set forth to entitle Washington to such consideration were the following: The population of the territory is over two hundred and fifty thousand, estimated on the basis of the votes polled at the election in November. In 1880 the federal census showed the population of the territory to be sixty-six thousand nine hundred and seventy-nine. The industries of the people and the natural resources of the territory entitle it to consideration. Washington territory possesses inexhaustible stores of timber, fish, lime, gypsum, marble, coal, lead, iron and precious metals, and no country can exceed it in the production of cereals, vegetables, fruit, hops and live stock. The port of Puget sound in the aggregate tonnage of marine arrivals and clearances is only exceeded by three others in the United States. In 1880 the total assessed valuation of taxable property in the territory was \$23,708,587; but in 1888 the valuation had risen to \$84,641,348. The annexation of Northern Idaho was asked for in the petition, it being urged that the interests of that region and the necessities of the people were more identified with Washington, and depended more upon that territory than upon the main body of the territory of Idaho. The resolutions and petition were adopted, and also an address to the people of the territory. A central committee of twelve members from Washington and one from Idaho was appointed to keep up work on the matter and to hasten the presentation of the petition to congress.

**DALLES PORTAGE RAILWAY.**—An effort is being made to inaugurate something practicable for the improvement of transportation facilities at the dalles, by the incorporation of the Dalles Portage Railway Company by H. D. Chapman and associates. It is proposed to build a railroad on the north side of the river, fifteen miles in length, surveys for which have been made and the right of way secured. The estimated cost is \$500,000.00, about one-half the amount that would be required for a road on the Oregon side. Application is made to the legislature of Oregon to aid this enterprise by four per cent. interest on the bonds of the company for the term of twenty years, in return for which guarantee will be given that the road will be completed within the next year, and rates established as low as the state could afford to make them if the road were built by the state. It certainly is to be hoped that the state will take hold of this matter with a view of accomplishing something tangible in the shortest time possible. If it be not deemed wise to lend the state's credit to a private corporation, then let the state itself build the road and operate it. In order to derive full benefit from such a road however, it will be necessary to so far complete the improvements now under way at the cascades as to permit the passage of steamers. Something will have to be done in this matter as well. A portage railway at the dalles, great as its benefits would be, is not, however, the form in which permanent improvements at that place should be made. A boat railway is what is required, and this the government

will no doubt give us within the next five or six years. If the legislature can do something to help this along it will accomplish the most good.

THE DALLES, OREGON.—The Dalles *Times-Mountaineer* of January, was a paper of one hundred and eight columns devoted largely to describing the tributary country and its resources. The Dalles is the gateway from the west to the Inland Empire of the Columbia basin. This location makes a large section of country tributary to that city. The resources of the country are chiefly agricultural and mineral, though there are immense quantities of valuable timber obtainable in some sections. An important industry is stock raising, and the vast expanse of stock range and mineral lands to the south of the city for more than a hundred miles may be fairly said to send its products to or through The Dalles. The records for 1888 show that there were one hundred and sixty-six thousand three hundred and sixty-nine sheep in Wasco county and the wool received at The Dalles warehouses during the year aggregated five million seven hundred thousand pounds. The total assessed valuation of the property of the county was \$4,681,975, which according to the usual rate of assessment in Oregon should be multiplied by three to get near the actual valuation. This would give the actual value of assessable property in Wasco county \$14,045,925, on which there is a gross indebtedness of only \$1,177,975. The building improvements in The Dalles during the year 1888 amounted to \$135,000, a part of which was merely the beginning of large and costly structures now in course of erection. During the year a large lumber company was organized and a mill is now in operation in the hills some distance south of the city and turning out a very creditable product.

RESIDENCE PROPERTY IN SALEM.—The large growth Salem has made during the past year has brought desirable residence property in Oregon's capital city in great demand. Several additions have been laid out, the best of which is the Riverside, platted by the Oregon Land Company. This tract embraces forty acres of beautifully situated land, high, dry and slightly rolling in its topography, situated on the bank of the Willamette just one mile north of the postoffice. Commercial street, the main business thoroughfare of the city, passes directly through the tract, and on this street a car line is now under construction, whose terminus is within four blocks of the addition. Arrangements are now being made for an extension of this line nearly through Riverside, then turning to the right and passing through the tract in that direction, thus rendering the entire addition in easy reach of the car line. Lots are fifty by one hundred and thirty feet. About one half of them have already been sold, and the remainder are now being offered at \$150.00 for inside lots and \$200.00 for corners, but these prices will soon be raised. Although this is not the building season, several houses are under construction, and at least seventy-five residences will be built in Riverside the present year. In respect to location, accessibility to business, conveniences of travel, character of soil, dryness of the land and prospective increase in value, Riverside property is by far the best to be had in Salem. There is no overflowed land or gravelly soil that are to be found in some portions of the city, but all the conditions favorable for health, beautiful lawns and trees, etc., are excellent.

RITZVILLE, W. T.—Ritzville, the Adams county seat, situated on the Northern Pacific railway, in the eastern part of Washington Territory, shows unusual vitality for a young

town. In spite of the fact that two-thirds of the business portion of the town was destroyed by fire early last June, it doubled in population during the year 1888, and has had a most prosperous year in business. Not a drop of rain fell from the middle of February till June 6, but crops in that section grew as thriftily as could have been desired. Wheat yielded an average of about twenty-two bushels per acre, oats fifty bushels and other grains in proportion, and the orchards yielded well. Some evidence of the work that is being done in developing the resources of Adams county is afforded by comparing the assessments for the years 1887 and 1888. In the former year the total number of acres assessed was eighty-two thousand three hundred and one, with a total valuation of \$90,424.00, and the aggregate value of all taxable property was \$337,817.00. In 1888 the number of acres assessed was six hundred and thirty-one thousand five hundred and thirty-one, with a value of \$478,787.00, and the total value of all taxable property in the county was \$873,251.00, a gain of \$535,434.00, or more than two hundred and fifty per cent. in twelve months. The wool clip of Adams county brought \$100,000.00 in 1888. In the town of Ritzville itself thirty-seven dwellings and seventeen business houses were erected during the year. Forty acres have been platted and the town was recently incorporated under the territorial laws. The prospect promises a good growth for 1889.

THE SALMON PRODUCT.—According to the recent annual report of the Oregon fish commission there are forty salmon canneries on the Columbia river, of which twenty were in operation last season. Altogether there are seventeen streams in Oregon which are fished for salmon, though the Columbia and Rogue rivers are the only ones in which the genuine Chinook salmon are taken. The Columbia is fished from its mouth to Celilo, a distance of about two hundred miles, and there is not a month in the year that a good salmon can not be taken from its waters. The royal Chinook has been taken as early as the latter part of January and continues to run until the middle of August, with scattering ones into November. The Blueback, which comes in June and continues through July, is a very fine fish for table use or canning, owing to the rich color of its flesh. The Silverside is a good fish to be eaten fresh or for shipment to eastern markets on ice. It comes about the first of September and runs until the first of November. Then comes the Steelhead. This is considered a very good fish for table use, and will stand shipping better than any other of the varieties, as its flesh is much finer. It runs all winter, or until after the Chinook makes its appearance again. In 1879-80 fishermen received fifty to sixty cents for salmon, and last year \$1.00 to \$1.25 cents was paid for them. In 1879-80 packers received \$4.25 to \$4.75 per case, and last season \$6.25 to \$6.75 was paid; still, it is stated that there was less profit on the salmon product last season than eight years ago, because the supply is decreasing and it costs more to get the fish.

BIG BEND COUNTRY.—The *Lincoln County Times* of Davenport, W. T. published the first of January a large extra edition descriptive of the Big Bend country and its advancement. The Big Bend country is that region lying between the main line of the Northern Pacific railroad west of Spokane Falls and the great bend of the Columbia river to the northward. It is the newest extensive farming region in Washington Territory and the fact that the Northern Pacific and the Seattle, Lake Shore & Eastern are now extending lines across it indicates that it is a rich region and is rapidly being brought within the bounds of civilization. The country is mainly a rolling bunchgrass plain with occasional strips of fine timber. The streams are not nu-

merous, but good wells are obtained by going a reasonable distance beneath the surface of the soil. A portion of this region is only used for grazing lands because the rainfall is not sufficient for general farming. Lincoln, Douglas, Spokane, Adams and Whitman counties are partly or wholly in the region known as the Big Bend country. In 1883 Lincoln county had a population of three thousand; now it has nine thousand inhabitants. The valuation of taxable property is \$4,346,570. The number of school children in the county is five thousand seven hundred and forty and the value of the school houses \$95,000. These figures for Lincoln county show the development that is taking place in the whole Big Bend country. The Salmon river and Ruby mining sections touch this region and rich mineral claims are being developed.

**SPOKANE FALLS LAND OFFICE BUSINESS.**—The following comparative figures of the business transacted at the Spokane Falls land office for the years of 1887 and 1888 show a considerable increase for the latter year. In view of the fact that this office did its biggest business in 1883 and 1884, and that the public land is rapidly being taken, the fact that last year shows such a gain is considered quite remarkable and indicates a period of unusual activity:

	1888.		1887.	
	Entries.	Acres.	Entries.	Acres.
Cash entries, including pre-emption final purchases, commuted homestead entries and excesses upon homestead and timber culture entries	178	15,802	164	15,259
Original homestead	515	78,225	489	71,824
Final homestead	398	62,338	249	39,443
Pre-emption filings	472	69,767	371	50,650
Original timber culture	192	29,461	125	19,161
Final timber culture			19	
Donation claims			1	
Soldiers' declaratory statements			3	

Numerous final timber culture proofs were submitted to the register during last year, but on account of a ruling of the secretary of the interior, requiring a longer period of cultivation, none of them were approved. Last year the Northern Pacific Railroad Company listed and paid fees upon one million seven hundred and ninety-six thousand five hundred and eighty-one acres of its lands lying within the district, and the county commissioners made a selection of nineteen hundred and sixty-three acres as indemnity for land lost in the school sections by reason of settlements made thereon prior to the survey. Notwithstanding the fact that the office was closed nearly three months in 1888, the cash receipts for the year were \$74,236.70, while for the previous year they aggregated only \$46,844.92, a difference of \$27,391.78 in favor of the year just past.

**MALHEUR CAVE.**—About one mile from the head of the south fork of Malheur river, in Southeastern Oregon, is a large cave, which rivals the famous Mammoth cave of Kentucky, in smoothness and uniformity of its chambers and passages. At the entrance, which is twenty feet wide and six feet high, is a small basin of water. The cave inclines downward for a distance of two hundred feet and turns to the northeast and runs nearly straight for half a mile to a large pool of water. The walls rise to the height of six feet and then arch over, the bottom being as smooth as a floor, except in a few places where piles of debris have accumulated. The water extends in troughs a distance of one hundred feet on either side of the pool. It is remarkably clear, the fine sand at the bottom being easily seen at a depth of four feet with only the light carried by the explorers. It is good, pure water, suitable for drinking, though the pool seems to have no outlet. It is sup-

posed that the pool is the end of the cave, but this fact is not yet proved. Around the mouth of the cave are fine chippings of obsidian, or volcanic glass, made by the aborigines in manufacturing implements and weapons. This magnificent cave has evidently been used in time by the Indians as a fortification. The entrance has been walled up with stone, and there are, also, two walls, or breastworks, on the inside, running from each corner of the entrance diagonally near the center, some fifty feet long; this was evidently for a second defense in case they were driven back from the mouth.

**SEATTLE, W. T.**—In the exhaustive review of the year's progress in Seattle the *Post-Intelligencer* gives the figures for the real estate transfers in the city for 1888 at \$15,812,510 as compared with a total of \$3,987,959 for the previous twelve-months. The building operations for the year just past show that \$2,750,000 were expended on 1042 different structures, and at the close of 1888 \$3,000,000 of contracts for buildings to be erected in 1889 had been let. During 1888 one hundred and sixty-four vessels with an aggregate measurement of one hundred and eight thousand six hundred and five tons had business headquarters in Seattle. The total value of Seattle's shipments by water was about \$4,500,000. About 468,000 tons of coal from the mines went to market through Seattle during the year. Seven hundred and twenty-three dealers sold goods to the amount of \$11,000,000 and the manufacturing together with the coal output raises this total to \$25,000,000. The grand total of the business of Seattle for the year 1888 is estimated at \$50,000,000. The post office business for the year was about fifty per cent greater than for 1887. Eight thousand five hundred cases, weighing one million six hundred and sixty thousand two hundred pounds, of hops were shipped from Seattle during the year. Eighty-one corporations, with a capital of \$30,112,000 were formed in the city during the year. Remarkable as the growth has been, still greater progress is looked for.

**BIG IRRIGATION SCHEME.**—A large corporation of capitalists, principally from Oneida county, N. Y., has been organized and early in the spring will commence the construction of a large irrigating canal to take water from the Yakima river near Kiona and make fertile forty thousand acres of land about Pasco, W. T. that is now covered with sage brush and a retreat for jack rabbits and coyotes. The canal will pass the town of Yakima, round the foot of Rattlesnake mountain and then enter the valley of the Columbia and continue northeasterly to Sharkey's landing on the Columbia. One branch of the canal will be carried across the Yakima and down the Columbia to a point opposite Wallula. The irrigation company have purchased the odd numbered sections from the Northern Pacific railroad and several thousand acres have recently been filed on at the Walla Walla land office by parties interested in the irrigation scheme. The land to be made fertile by this enterprise is only three hundred and forty to three hundred and ninety feet above sea level and it is considered the earliest of any of the agricultural land north of California. It is said that the railroad land along the Columbia both north and south of the Yakima has been bonded to parties who will invest \$200,000 in irrigating ditches immediately. Thus will be brought out the producing qualities of a vast tract of land that has always been considered a sand and sage brush desert.

**MINERALS FOR THE OREGON AGRICULTURAL COLLEGE.**—The Oregon State Agricultural College asks the help of all of those interested in the institution in obtaining a collection of the min-

erals of the state for purposes of instruction. It is requested that all of those having specimens of ores and minerals which they are willing to donate to the college for scientific purposes, forward the same to P. H. Irish, professor of chemistry and mineralogy, Oregon Agricultural College, Corvallis, Oregon. Wells, Fargo & Co. have very generously offered free transportation for matter of this nature. Hence specimens properly boxed and addressed, left at any of their offices will reach the college. In order that the specimens may be classified and arranged, it is asked that a tag be placed upon each, stating the name of town, county and mine, or locality in township, from which it was procured, name of mineral, when known, if worked for any metal, by what process. Please give name of person donating the mineral, in order that it may be possible to duly acknowledge the favor. Any further information with regard to the location, the kind of rock in which the specimen was found, its history, etc., will also be of use. Minerals crystallized in regular shape are most desired.

LA GRANDE, OREGON.—The town of La Grande, in Eastern Oregon, now claims a population of two thousand souls, fifty per cent of which represents the increase during the past year. Four years ago when the railroad was constructed through the town it had only a little more than one-fourth of its present population. The town proper was on a shelf some distance from the railroad track but since then almost the entire business portion has been transferred to the new town on the railroad and a rapid growth has taken place. The entire product of the saw mills of that section was used in building La Grande, as fast as the materials could be turned out. The great fire of 1886 swept away nearly the whole business portion of La Grande, but, though that was a severe blow, it has entirely recovered from it and many of the business buildings are now built of brick instead of wood. The town has a good bank, sixty business houses, five churches of various denominations, good public schools employing six teachers and an enterprising city government. The city now has a good water works system and an electric light plant is in view for the near future. An effort is being made to change the county seat from Union to La Grande. A party of gentlemen connected with the Chippewa Land and Lumber Company, of Eau Claire, Wisconsin, have purchased five thousand acres of choice timber land in the Blue mountains, and will engage in the manufacture of lumber on a large scale in La Grande. By means of a dam, they will create a reservoir capable of holding ten million feet of logs, which will be floated down the Grande Ronde river. A saw mill will at once be erected, with a present capacity of fifty thousand feet per day, which will be increased as soon as the business has become established. Planing mill and sash and door factory will be operated in connection with the mill. It is the intention to ship the product as far east as freight rates will permit, hence dressed lumber will be sent in preference to rough. Steam power will be used, with saw dust and slab fuel. Fully two hundred and fifty men will be engaged in the mills and woods at present, and more as the capacity is increased. In this enterprise La Grande has secured what will prove a great aid in its future growth. A creamery company was organized a short time ago, and the factory building is now under construction. Fire limits have been established, and the erection of several brick blocks, a large hotel, a public hall and a flouring mill are expected the present year.

GOLD QUARTZ REGION OF IDAHO.—The number of rich discoveries of gold quartz in the old placer region of Idaho during the past year indicates that quartz mining in that territory is

still in its infancy. The region about Leesburg, Salmon City, Gibbonsville, Warrens and Florence is a most excellent quartz field. The discoveries are of free gold quartz, from a granite, slate and porphyry formation. The veins are all sizes up to immense fissures. This great gold field is about four times as large as the Black Hills of Dakota and the day is coming when this mineral belt will be one of the most important gold-silver producers in the northwest. Most of this Salmon river region is yet unprospected. It is a rough, broken country, consisting of numerous mountain ranges running in all directions. The geological character of the country is varied. About all rocks are represented in this section, especially the older series—volcanic, metamorphic, crystalline and sedimentary. A great many of the metalliferous veins are contacts; still there are numerous fissures in the broad zones of granite and porphyry. The country is well watered and timbered. Various kinds of game abound in this mountain region, such as elk, moose, deer, bear, mountain sheep and goat.

COAL IN MONTANA.—Chateau county, one of the largest in Montana, is coming to the front as a producer of coal as well as other minerals. This large area lies in the northern part of Montana, and within the past few months extensive coal measures have been opened in it near the Manitoba line, and the product is of excellent quality. The coal is, of course, bituminous, it burns freely, gives an intense heat and is free from clinkers. Some of this coal has been hauled one hundred and twenty miles by teams, to Benton, and it can there compete with other coal in that market because of its superior quality. Thus far the workings show veins over twelve feet in thickness, and the quality of the coal improves with the distance from the croppings. Ranchers on the tributaries of Milk river mine their own fuel, taking it from their own or neighboring lands as they want it. The country in which the coal measures are found is rather scantily timbered, but it is said that nearly every settler who takes one hundred and sixty acres of land will find a life-time fuel supply on some portion of it. This discovery effectually solves the question of fuel supply for that section.

RICHES OF WASHINGTON TERRITORY.—The total output of coal from Washington Territory for 1888 was in round numbers nine hundred and fifty thousand tons, valued at \$4,300,000.00. The lumber cut of the territory for that period was seven hundred million feet worth \$9,000,000.00. Of this amount Puget Sound cut four hundred and fifty million feet and shipped by ocean three hundred and forty million feet valued at \$3,700,000.00. Lumber shipped to foreign ports had a value of \$1,200,000.00. The population of the territory numbers about two hundred and fifty thousand souls. The assessed value of all property in the territory as returned to the auditor is \$84,000,000.00 against \$61,000,000.00 in 1887. The total exports of the Puget Sound district were \$3,800,000.00. The total tonnage of ocean-going craft which passed in and out of Puget Sound during the year aggregated two million nine hundred thousand tons, an increase of eight hundred thousand tons over 1887. Figures from nineteen national banks in the territory as made October 30, 1888, show an increase of \$2,400,000.00 in loans, and \$3,100,000.00 in deposits, as compared with official statements made in October, 1887.

SNOHOMISH, W. T.—The summary of improvements for Snohomish, Washington territory, as published in *The Eye*, show that during the year 1888 over one hundred million feet of saw logs were put into the water in the region of which that town

is the business centre. One-fourth of the logging business of the sound country is located in and about Snohomish. The following statement of the value of the business of the town is given.

Saw logs to sell and sold.....	\$ 750,000
Farm produce, sold and consumed.....	1,500,000
Domestic manufactures.....	150,000
Local trade of merchants.....	500,000
Trade of merchants and citizens with Seattle.....	1,000,000

The corporate limits of Snohomish include an area of about six hundred acres and the population is twelve hundred, having doubled during the past year. The building improvements for 1888 aggregate \$116,000. Snohomish has one railroad and brilliant prospects for being made a junction point for two trans-continental lines. It has a good water works system, electric lights and other municipal improvements that make it a thoroughly live town.

**NEW WESTMINSTER SOUTHERN RAILWAY.**—The city of New Westminster, B. C. has bonded itself to aid the construction of a road from that point to Seattle, a distance of one hundred and twenty-six miles, of which thirty miles are in the province and the remainder in Washington. This is a distinct enterprise from that of the Seattle & West Coast and Canadian Pacific joint line, now under construction, and if both of these are completed, which now seems probable, there will be two lines from Seattle to Fraser river. Much work has already been done on the New Westminster Southern, and it is expected to have that portion in British Columbia completed this spring. At present trains will be ferried across Fraser river, at New Westminster, the stream being very wide and ninety feet deep, but a bridge will eventually be constructed. The timber, coal and iron resources of the country through which the line will pass are very great, and the company owns large areas of timber lands donated to it by the provincial legislature, as well as valuable coal seams and immense beds of iron ore.

**PRUNES IN SOUTHERN OREGON.**—The prune industry of the Umpqua valley is rapidly coming into prominence. The country about Myrtle creek, in Douglas county, is engaging in prune culture quite extensively. Last season about eighty thousand pounds of dried prunes were shipped from Myrtle creek, and the proprietors of the orchards there realized a net income of from \$150.00 to \$300.00 per acre. One man raised ten thousand pounds of prunes from two acres of orchard. Another got twenty thousand pounds from five acres. Several hundred acres, in orchards of from five to thirty acres each, are in prunes in the vicinity of Myrtle Creek, but most of the trees are not yet in bearing condition or are just coming into bearing, so the product is but a tithe of what it will be in two or three years. Other sections of Douglas county are taking their cue from Myrtle Creek and preparing for extensive and thorough prune culture. Josephine and Jackson, in the Rogue river valley, farther south, are also engaging largely in the prune industry.

**SPokane Falls Water Power.**—One of the most important business arrangements ever made in Spokane Falls was the recent organization of the Spokane Falls Water Power Company. The company is composed of prominent capitalists who have secured property that will enable them to carry out the design of controlling the vast power of the falls for manufacturing purposes. The capital stock of the company is \$500,000. The plan is to construct a large flume, probably on the north side of the river, extending from near the upper fall to the lowest and prin-

cipal cataract, a distance of over a quarter of a mile. This flume can be tapped at any point desired. It is announced that the company will offer special inducements to secure the location of manufacturing establishments. Leases for a period of twenty-five years will be executed if desired. This is realized as one of the most important steps that have been taken for the improvement of Spokane Falls and this practically solves the problem of the development of that great water power.

**ROCKY FORK & COOKE CITY R. R.**—Negotiations have been concluded in New York by which ample funds have been secured to build the Rocky Fork & Cooke City railroad, from Billings to the mines about Cooke City, Montana, by way of the Rocky Fork river. Work on this road was begun two years ago, but for various reasons was suspended. It will now be pushed rapidly, and rails will be laid on the first forty-six miles within a few weeks. The line of the road crosses the Crow reservation, permission for which has been obtained from the government and the Indians. The first object is to reach the Rocky Fork coal mines, but the road will be extended to Cooke City as speedily as possible. This road opens the largest and most valuable coal fields in Montana, and by the time the road is completed to them from Laurel, the station near Billings where a junction is made with the Northern Pacific, the mines will be prepared to supply twelve hundred tons of coal daily, which will be increased in a few weeks to two thousand tons.

**IMPORTANT QUARTZ SALE.**—An important deal in a quartz mine near Missoula, Montana, was made a short time ago. The transaction embraces a rich prospect on Flat creek, a tributary of the Missoula river, which empties into it about seventy miles west of the city. The prospect was struck by Phillipsburg and Spokane Falls parties last fall, and they were so elated with the assays that they sent ten tons to Wickes for a trial run, from which the surprising sum of \$1,400.00 was obtained—\$140.00 to the ton. When this was heard of the manager of the West Granite, at Phillipsburg, visited the prospect, and becoming convinced of its superior merit, he succeeded in bonding the property for the sum of \$100,000.00. This is said to be like the famous Custer, situated in the Wood river country, from which \$10,000,000.00 was taken in a short time. The vein is on top of the ground, and is forty feet wide, with six feet of rich galena in the center. It is only ten miles by pack trail to the Northern Pacific, near the mouth of the Jocko.

**ANOTHER ROAD TO ANACONDA.**—The big smelter at Anaconda, Mont., is connected with the mines near Butte by the Montana Union railway, thirty miles long. At three different times during the present winter the smelter has been on the point of suspending operations because ore and coal was not furnished over this road with sufficient promptness; indeed, the works did shut down once for a few days, throwing four thousand men out of employment. The smelter company has been at great expense to keep running in the face of the insufficient transportation facilities between the mines and the smelter. Now it has determined to build a railroad of its own to meet its needs. The order for the survey has already been given and engineers are in the field. The distance is about thirty miles and the cost of building and equipping the line is estimated at \$1,000,000.00. The Union Pacific engineers which have been at work in that section have discontinued operations.

**LEWISTON LAND OFFICE BUSINESS.**—In the Lewiston, Idaho, land district about one million acres, or one-twelfth of the land

in the district, has been surveyed, but the office shows a very respectable volume of business for the year 1888, as follows:

CLASS.	NUMBER.	ACRES.
Homestead filings .....	153	23,159.47
Pre-emption filings.....	301	40,601.87
Timber culture filings.....	21	2,159.43
Pre-emption and commutation cash entries.....	153	17,978.98
Final homestead entries .....	102	15,794.66
Final timber culture entries.....	3	360.00
Desert land entries.....		

The officials of the land office state that that part of the territory is receiving more immigration than for some years past, and every branch of industry seems to be thriving.

**RICH COUNTIES OF OREGON.**—An abstract of the assessment rolls of the several counties of Oregon shows that Grant county has the largest number of horses and mules of any county in the state, sixteen thousand eight hundred and twenty-five, and also leads in cattle with forty-seven thousand one hundred and eighteen. Crook county has the most sheep, with two hundred and twenty-one thousand seven hundred and sixty-five. Lane county has the largest number of hogs, seven thousand six hundred and twenty-four. Multnomah county has the most property, of course, and the greatest indebtedness, also. Malheur has the smallest indebtedness, \$107,323. Umatilla county has \$1,702,693 in money, notes, accounts and mortgages, and ranks second to none but Multnomah. Linn county ranks first in value of land, her assessment in dirt being \$4,594,358. Multnomah county stands first in the value of town lots and Marion comes in next.

**OREGON SWAMP LANDS.**—By a recent decision of the secretary of the interior thirty-four thousand acres of land in the Lakeview district in Southeastern Oregon have been restored to the public domain because they were falsely represented as swamp land at the time the certification was made. Under an act of congress of 1850 as extended by an act of 1860, swamp lands of the public domain inure to the state in which they are situated. Upon reports of a government special agent and the state agent that these lands in the Lakeview district were swamp lands the proper certification was made and they were turned over to the state and many large tracts sold to private purchasers. It now turns out that the representations of the land agents were false and the certification based upon them is set aside and a new list of lands known to be swamp ordered to be prepared. The lands not swamp are restored to the government.

**LATAH COUNTY, IDAHO.**—Latah county, in Northern Idaho, was erected from a portion of Nez Perce county before the adjournment of the last session of congress. The county has a population of ten thousand, and taxable real and personal property to the amount of about \$2,300,000. Two thousand scholars are enrolled in the public schools. The county consists of twenty-five townships of mountains and valley land, and is rich in agricultural resources, both farming and grazing lands. The county has ten villages, of which Moscow is the largest and the county seat, and Genessee, being the terminus of a Northern Pacific branch, is next in size. Moscow is a terminus of an O. R. & N. extension, and it already has a court house which cost \$20,000.00 and a public school which cost \$12,000.00. Moscow is an independent school district and an incorporated town, and the compulsory education law is observed there.

**ELLENSBURGH, W. T.**—The city of Ellensburg, Washington Territory, had by far the most prosperous year in its history last year. The population more than doubled, it being reckoned now at three thousand, and its business shows unusual prosperity. The trade of the town during 1888 amounted to \$2,300,000.00, an increase of \$800,000.00 over the previous year, and the real estate transfers aggregate \$2,000,000.00. Two hundred and thirty buildings were erected during the year at a cost of \$500,000.00. The improvements contemplated for this year will foot up nearly \$1,250,000.00 among which will be a new city hall, two public school houses, a large hotel, a hospital, an academy, etc. The city is now the fifth in size in the territory, and its proportional growth for 1888 was greater than any of the others. The five brick yards and five saw mills are kept busy turning out materials for building.

**SPOKANE FALLS, W. T.**—The *Review*, of Spokane Falls, in its summary of the improvements made there during 1888 says the number of buildings of all descriptions erected in that city during the year is over thirteen hundred, of which six hundred are on the north side of the river. Horse car, cable car and steam motor lines are in operation in the city. The expenditures for street improvements during the year were \$214,344.00. The post office business doubled during the year. The city has an efficient water works system and a large electric light plant, together with electric motors for running machinery in all parts of the city. There are five bridges across the Spokane river, connecting the north and south divisions of the city. Spokane Falls is the commercial metropolis for Eastern Washington and Northern Idaho, and it is having a remarkable growth in all ways.

**AN UNDEVELOPED COUNTRY.**—In the northern portion of Washington Territory between the Gray's Harbor country and Cape Flattery and between the Olympic mountains and the ocean, is a very fertile valley forty miles long and twenty miles wide, known as the Quillayute country. It is one of the richest sections of the Pacific coast, but owing the lack of facilities for reaching it, it is yet entirely undeveloped, and but little of the land has even been surveyed. Most of the Quillayute country has never been explored. It is known, however, to abound in mountain streams, rich river bottom land, prairies and some fine timber. A small portion of the Quillayute is occupied as grazing lands. The mountainous region to the east and the lack of good harbor on the west, has pretty effectually isolated that section, but it has unusual riches waiting for development.

**THE MONTANA RANGE.**—The cattle ranges in Montana are in excellent condition this winter. A light snow has fallen and this enables the sheep and cattle to extend their grazing ground to the more elevated plateaux which are avoided in the summer and fall months on account of the absence of water. The snow furnishes all the moisture necessary, and the cattle revel in tall and thoroughly cured bunch grass which is found on every hand. No hay is being fed. Sheep are improving the fine opportunity, as well as the cattle, and they have all forsaken the river bottoms for the elevated winter range, where they are running in grass up to their sides. The winter range has been occupied since Christmas, and if the season continues as it has been thus far, the greatest crop of wool and meats that Montana ever produced will be marketed next season.

**TACOMA, W. T.**—The *Tacoma Ledger's* review of the progress of the city during the year 1888 shows that the sales of stamps

at the post office more than doubled in twelve months, the amount for the last quarter of 1888 being \$8,354.00 against \$4,146.00 for the last quarter of the preceding year. One thousand and buildings were erected in the city during the year. The real estate transactions of Pierce county, in which Tacoma is situated, for the year aggregate in value \$8,855,000.00. The estimated value of the products of Tacoma's industries including lumber, for the year is \$2,750,000.00. The retail dealers of Tacoma now number two hundred and ninety-five against eighty-three in 1887. The city expended in street improvements \$263,200.00. The improvements contemplated for the present year are even greater than for the year just past. Among these is the construction of a large smelting plant now in course of erection.

ASHLAND, OREGON.—The city of Ashland, in Southern Oregon, gained eight hundred in population during 1888, now having about two thousand six hundred inhabitants. It has had railroad connection by the completion of the through line between Portland and San Francisco, and during that time twelve additions to the city, embracing a total of over two hundred acres, have been platted and recorded, and outside the city limits two hundred and thirty acres have been platted. The money expended in building in the town during 1888 was \$225,000.00. Ashland is the end of two divisions on the Southern Pacific and is an important town on that route. The postal business transacted at Ashland in 1888 was nearly fifty per cent. greater than during the preceding year. The taxable property of the city increased twenty-five per cent. during 1888.

CALIFORNIA'S PROSPERITY.—In its annual review, the San Francisco *Chronicle* states that the past year was the most prosperous in the history of California. It estimates the present population at one million four hundred thousand, many of the counties having doubled and even trebled during the past year. The value of mineral products in 1888 is placed at \$20,000,000.00; manufactured products, \$180,000,000.00; orchard products, \$24,000,000.00; cereal crops, \$55,000,000.00; hay and vegetable crops, \$19,000,000.00; wine and brandy, \$8,000,000.00; wool, \$6,500,000.00. Deposits in savings banks are \$28,000,000.00, an increase of \$7,000,000.00 over 1887. The assessed value of all property increased \$152,000,000.00 during the year.

VICTORIA, B. C.—The chief city of British Columbia has not been behind others in the matter of material progress the past year. Fully \$600,000.00 were expended in the erection of new buildings, not including the cost of that portion of a number of them not yet completed. This embraces the Law Courts, built by the provincial government at a cost of \$69,000.00, a number of brick and frame business blocks and a great many residences. It is the general expectation that the improvements of the present year will be still greater in extent and value. There is now under construction by Hon. Robert Dunsmuir a palatial residence that will cost \$500,000.00, and will be the finest on the Pacific coast outside of San Francisco.

NAIL FACTORY AT OREGON CITY.—Arrangements have been perfected with the owners of the water power of the Willamette falls, by which power is given free for a term of ten years to a company representing a capital of \$100,000.00, which will invest half that sum in a plant for the manufacture of nails, to have a capacity of three hundred kegs per day. This contract has been made in pursuance of the policy of the owners of the power to

encourage the establishment of manufacturing industries there by a liberal donation of water power and building sites, and this nail factory is but one of a number of enterprises preparing to avail themselves of this unrivaled opportunity.

ELK IN MONTANA.—Elk in great numbers abound on the east fork of the Yellowstone river in Montana this winter. One party reports having counted over five hundred head, mostly cows and calves, in one band, which is one of the largest ever seen in the territory. Strangely enough the elk appeared as tame as cattle and regarded the men with the utmost indifference. In passing from Cooke City to Mammoth Hot Springs one observer estimates that he saw over two thousand elk. The valleys of this east fork of the Yellowstone, recently named Lamar river, and Soda Butte creek, seem to be the great winter pastures for elk and like mountain graminivora.

DIVISION OF ALTURAS.—A scheme for the division of Alturas county, Idaho, is again on foot. Alturas is the largest county in the territory, and is located in the south-central portion. It is one hundred and ninety-two miles from east to west and extends through more than two degrees of latitude. Less than half of the vast area is surveyed. It is now proposed to divide this one county into three, the two new ones to bear the names of "Elmore" and "Logan." If divided where it is now proposed to have the lines drawn, Logan county will have a valuation of about \$1,300,000.00, Elmore county \$1,200,000.00, and Alturas \$1,350,000.00 of taxable property.

PENDLETON, OREGON.—The Pendleton *East Oregonian* shows that the building improvements in that city during 1888 amounted to \$214,000, chief among which were the Umatilla county court house and two fine brick hotels. The public improvements amounted to \$15,000. There are twenty-three corporations in Pendleton employing an aggregate capital of \$594,700. The total receipts and disbursements of the postoffice for the year were \$58,068.54. The population of the town is about four thousand.

GOLD YIELD OF BOISE BASIN.—The Boise basin, of Idaho, has yielded \$90,000,000.00 of gold that is accounted for, and this is not half the actual amount that has been taken out of those mines. That is the amount that has gone out by express, and it is safe to assume that fully as much has been taken out by private conveyance of which there is no record. By far the greater portion has been taken from Grimes and More creeks, and with very primitive means for working.

TO MINE COAL.—A company with a capital of \$1,000,000.00 was recently organized to mine coal in Washington Territory. It is authorized to acquire such lands as shall be necessary to its business in all its branches and to build, lease, buy and operate such railroad or vessel property as shall be necessary or convenient in the prosecution of its principal business of mining coal. The company is to continue for fifty years.

TO AID DEVELOPMENT.—Articles of incorporation have been filed with the territorial secretary for the Southern Montana Agricultural, Mineral and Mechanical Association. The object is to promote agricultural, stock-growing, mineral and mechanical pursuits in the territory of Montana. The principal place of business is Twin Bridges, Madison county. The capital stock is \$25,000.00, in five thousand shares of \$5.00 each.

BUTTE, MONTANA.—The *Butte Miner* issued an elaborate holiday issue, in pamphlet form, of one hundred and forty pages profusely illustrated and prepared with great typographic skill. It shows a population, with adjacent towns, of thirty thousand, school children to the number of one thousand seven hundred and ninety-four, a business for 1888 of \$17,063,600.00, and a metal output of \$22,987,266.00, an increase of nearly fifty per cent. over the product of last year, making Butte the leading mining city in the United States.

OAKLAND, OREGON.—The town of Oakland, on the Southern Pacific, eighteen miles north of Roseburg, is one of the largest shippers of agricultural products in the state. During 1888 there were forwarded from that point three hundred and five thousand pounds of wool, ninety thousand bushels of wheat and oats, one hundred car loads of live stock, six thousand turkeys, with other poultry and eggs to a total value of \$37,000.00, \$5,000.00 worth of dried fruit, \$10,000.00 worth of bacon, and much butter, fruit, hides, etc.

MOSS-AGATE MARBLE IN YAKIMA.—Ledges of beautiful marble have been discovered fifty miles below North Yakima. It contains figures of moss and trees similar to those seen in moss agates, with blotches of pink and blue, the general color being white. The ledges are about eight feet wide, and large slabs

for mantels, table tops, etc., could be sawed out, making a beautiful marble unlike anything yet used in furniture.

COLORADO MINERAL PRODUCT.—The estimated product of Colorado gold and silver mines for 1888 is \$26,061,546.00, of which \$3,105,519.00 is gold, \$17,025,426.00 is silver, \$5,776,552.00 is lead, and \$153,847.00 copper. This is some \$14,000,000.00 less than Montana's contribution to the world's wealth, and emphasizes the fact made apparent last year, that Colorado must yield the palm permanently to her ambitious rival.

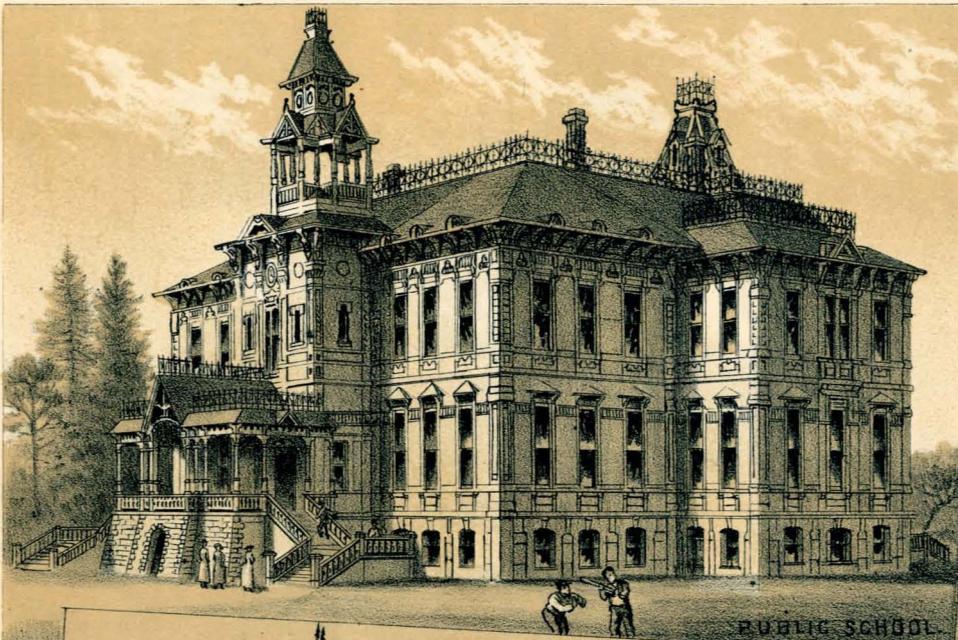
WOOLEN MILL AT SPOKANE FALLS.—It is now proposed to erect a woolen mill at Spokane Falls that shall use twelve hundred to fifteen hundred pounds of wool per day. The capital required is \$75,000.00, and the mill will be fifty by one hundred feet and four stories high, besides the dye house, picking house, engine room, etc. This will stimulate wool production in the Palouse and Big Bend sections.

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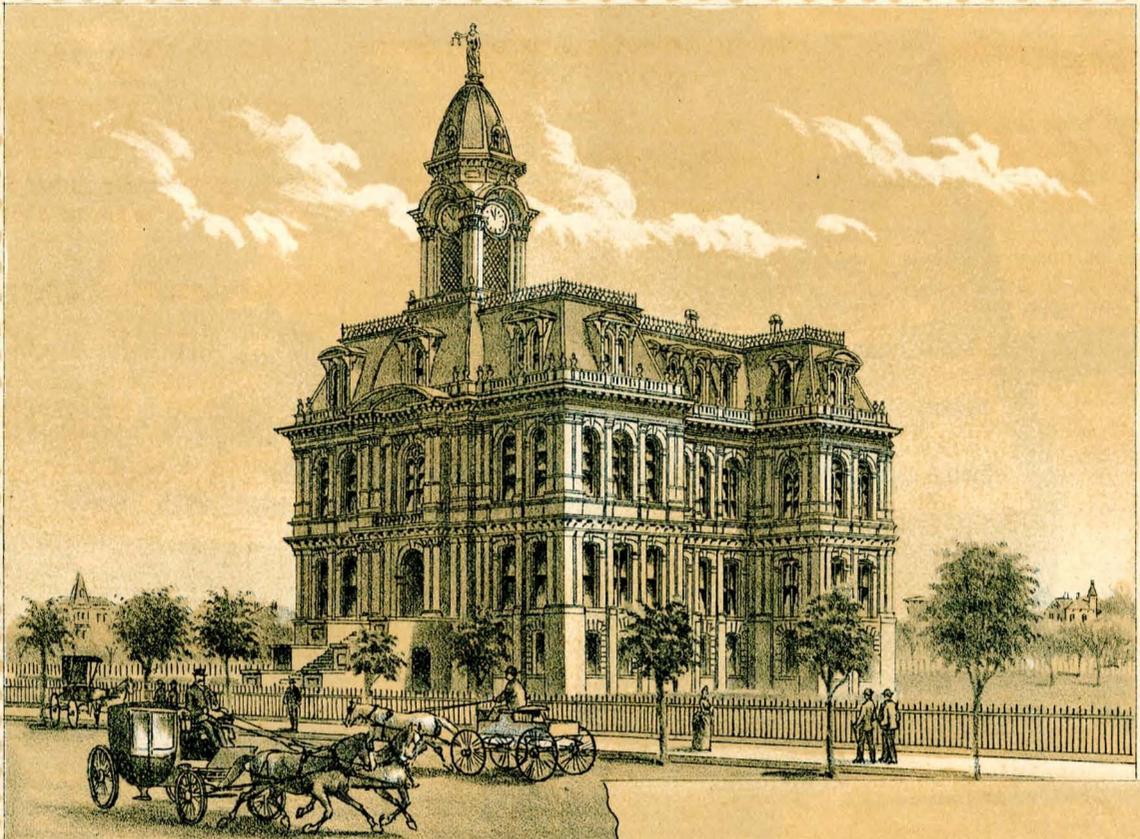
#### THE OLYMPIES AT EVENTIDE.

Mountain on mountain, peak on peak,  
 Rising out of the misty hills,  
 A silent language the mountains speak  
 To a listening heart, that with wonder fills  
 A solitude awful and mighty and still,  
 Save for the tide and its rhythmic thrill;  
 Such are the Olympies at eventide.  
 Heaven seems nearer, the world more fair;  
 There lingers softly a magic spell;  
 An angel's song on the midnight air,  
 As sweet as the harp of Israfel.  
 Snow tops towering above the clouds,  
 The sur's flame pennons, that float and flow,  
 The thunder of cataracts, fierce and loud,  
 The glacier that frowns on the pines below,  
 A scene that no words of man can portray;  
 And beyond is a promise of endless day;  
 Such, such the Olympies at eventide.  
 Then the heart with a blissful rapture fills,  
 And the golden glimmerings faint and die,  
 And we know that beyond those purple hills  
 The city of God must lie.

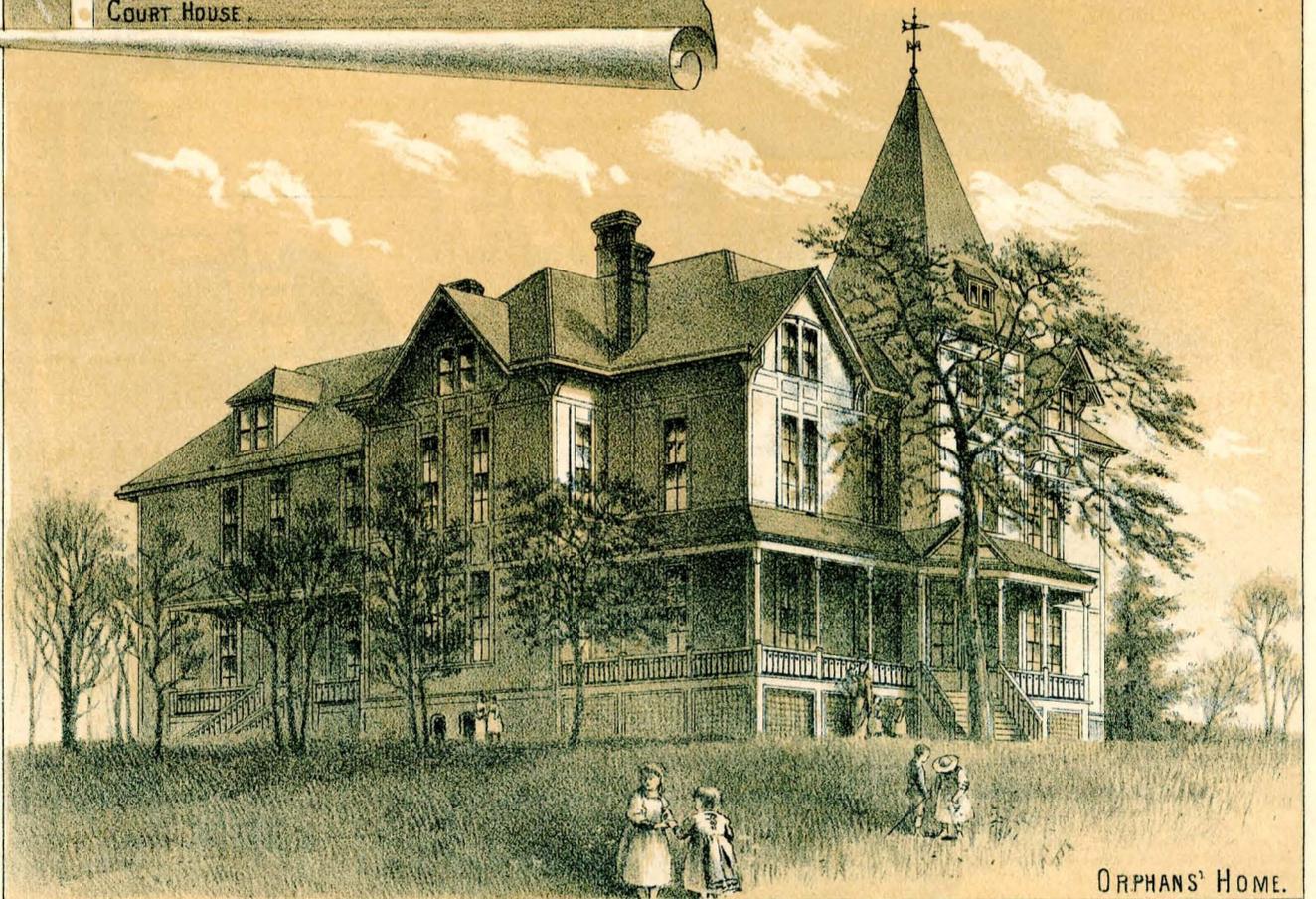
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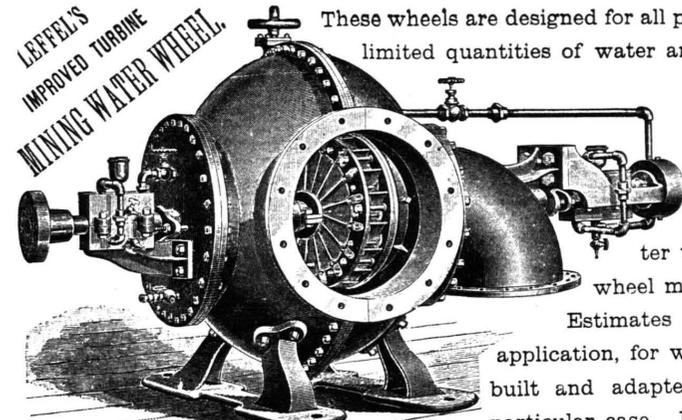
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## The Leading Insurance Company of the Pacific Northwest.

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Net Surplus, 1886.....	\$27,988 90
Net Surplus, 1887.....	\$39,338 42
Net Surplus, 1888....	\$57,390.63
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### GROWTH OF ASSETS.

Assets, 1884.....	\$100,000.00
Assets, 1885.....	\$145,756.87
Assets, 1886.....	\$184 737 89
Assets, 1887.....	\$226,747.91
Assets, '88,	\$256,549.83
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Office in Company's OWN Building.

For the Past Five Years this Popular Company has

**Insured More Homes,  
Issued More Policies,  
Received More Premiums,  
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Upon property located in Oregon and Washington Territory than any other company; and it is to-day a common and true saying "That a policy in the State Insurance Company, in case of an honest loss, is as good as a U. S. Government Bond."

Every dollar paid to this Company is retained in Oregon and Washington Territory, *FOR THE PROTECTION OF ITS PATRONS IN THIS FIELD*, as it writes no "Eastern Business" whatever.

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The Third National Bank organized in Oregon.



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The Willamette Valley has been fitly termed the

## "GARDEN OF OREGON."

The world knows little of the advantages it offers to home seekers and investors or it would soon teem with a population of millions. It has had no transcontinental railroads with townsites to sell, to spend hundreds of thousands of dollars in advertising it, but already, standing simply on its own merits, it is attracting the dissatisfied people of the East, who are crowding in by thousands to secure homes within its borders, where

### Crop Failures, Droughts, Blizzards, Cyclones, Hot, Dry Summers and Cold, Hard Winters are Absolutely Unknown.

United States Census Reports show Oregon to be THE HEALTHIEST STATE IN THE UNION. The Willamette valley has the most healthful and pleasant climate of any locality within the state of Oregon. It has no extremes of heat or cold. It is a stranger to the harsh and cheerless fogs of Puget sound, and the hot, dry, dusty days of drought-ridden California. In the middle of summer its days are pleasant and its nights are cool and refreshing, while the warm, Japanese current that washes our coast, so tempers the harshness of winter as to divest it of almost all of its unpleasant features. It has practically no snow, and the United States Signal Service Reports show that while it has rainfall sufficient to insure it against any failure of crops, and to make it certain and reliable for agriculture, the rainfall is less than in many parts of the Eastern states. Paid agents for various "boom localities" at every distributing center of travel are depreciating the advantages of other localities and booming their own. Give them respectful attention, but buy nothing until you have made a personal investigation.

### Liars Are Abroad!

God Gave You Your Eyes to Use.  
Don't Depend Solely on  
Your Ears.

### COME TO SALEM,

And if you are not, after a full examination, convinced that it offers better inducements, both as a place for a home and for investment, than any other locality in the United States, DON'T BUY; but remember, if you don't buy you will have occasion to regret it in the near future. There is no locality that offers as great advantages at so reasonable a figure with so great promise of immediate advance in value.



## THE Oregon Land Company

OF SALEM, OREGON,

Has hundreds of thousands of dollars' worth of the best land in the Willamette valley for sale, at prices ranging from \$3.00 to \$100.00 per acre, and *Several Hundred of the Best Town Lots* in the City of Salem, Oregon, the

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## FRUIT LANDS! FRUIT LANDS!!

Oregon is better adapted to the culture of all the staple fruits than any other state in the Union. Her Pears, Apples, Prunes and Cherries are unequaled. Fortunes are to be made in fruit culture.

Fruit lands in California are selling readily for from \$500.00 to \$1,500.00 per acre, which will not produce any larger revenue than will similar lands in Oregon now for sale by The Oregon Land Company at from \$15.00 to \$75.00 per acre. The quality of our pears, prunes, apples and cherries is admitted to be superior to those of California. Statistics show that the consumption of fruits is increasing more rapidly than is the acreage devoted to fruit culture. The market is widening and prices are advancing. The fruits for which the lands of the Willamette valley are best adapted are staple articles that have the world for a market.

The best field for investment in the Northwest is in the fruit lands of the Willamette valley, for sale by

THE OREGON LAND COMPANY.

We know of no other investment offering so sure or so large returns. Land suitable for a prune orchard can be bought for from \$25.00 to \$80.00 per acre. The trees for one acre can be bought for \$15.00. An average yield from the fourth to the eighth year after the orchard is set out is two bushels to the tree, or thirty-six pounds of dried prunes, making, at the present prices of dried prunes, \$432.00 per acre. After the trees are eight years old the average yield would be much greater. These lands can be bought on time if so desired. REMEMBER! REMEMBER! REMEMBER! NOW IS THE TIME TO INVEST.

Have you ever been struck by an old-fashioned Dakota Blizzard?  
Come to Oregon, where the hardest storms are but a lullaby in comparison.  
Have you ever been caught in the path of an Iowa cyclone?  
Come to Oregon, where cyclones and subterranean dug-outs are unknown.

Have you ever suffered from the cheerless winters of Minnesota?  
Come to Oregon, where we have no extremes of heat or cold.  
Have the drouth and grasshoppers of Kansas eaten you out of house and home?  
Come to Oregon, where a failure of crops was never known!

We do a larger business than any other Land Company in the Willamette valley. Send stamp for finely-illustrated fifty-page pamphlet to

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№ 52, SPEAKER OF THE HOUSE.

**OREGON LEGISLATURE, 1889.**  
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