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West Shore

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CHARLES F. CLOUGH, Mayor of Spokane Falls—See Page 523.

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The WEST SHORE offers the Best Medium for Advertisers of any publication on the Pacific Coast.

Saturday, April 26, 1890.

POWDERLY has appeared before the congressional committee and said some sensible things on the subject of cheap labor in this country that ought to attract attention. He has shown that the word "heathen," as applied to foreign labor, includes many more than the Chinese. Nearly all the objections urged against the Chinese on the Pacific coast he brings against the cheap contract labor that has been imported into the mines and factories of the east. Our friends in the east have misunderstood the position of the people of this coast on the Chinese question. They have believed that nothing but rabid race prejudice has actuated us in our strenuous efforts to rid ourselves of this Asiatic plague; but now they are beginning to see how it is possible for us to be moved by higher motives and nobler impulses than those they have ascribed to us. Granted that here, as elsewhere, the ignorant and irresponsible element is guided more by prejudice than reason, and has, consequently, often gone beyond the limits of justice and propriety, yet such is not true of intelligent, thinking people, of whom the west possesses quite as many proportionately as the east. By them the Chinaman is objected to because he is un-American in his characteristics, habits and aspirations. His mode of life, which years of residence here are powerless to alter, is at variance with our ideas. Like a slave he works and like an animal he lives. Free labor is debased by contact with him and its standard lowered by his competition. But one result could follow from unrestrained Chinese immigration—the lowering of all competitive white labor to the same industrial and moral condition. This is why we object to the Chinaman, and this is why Powderly and other sensible working men of the east object to the cheap labor being imported from Europe. If the dignity of labor is to be main-

tained in this country; if the working man is to be a property owner, the head of a family, a responsible citizen and a respected and self respecting man; then "heathen" labor, be it from Europe or Asia, must be carefully excluded and the thousands that have already found their way into the country—or been brought like slaves—be educated to a higher sense of manhood than that they now possess.

It is true we have a contract labor law, passed by congress for the purpose of excluding indigent persons and those brought across the ocean upon contract to perform labor; but its execution is the merest farce. While thousands of the most degraded laborers whose passage has been paid and who are under contract to labor until the money has been refunded—which means slavery for a term of years—have been admitted, the law has been construed to exclude a minister of the gospel who was engaged to preach in one of our leading pulpits, actors and actresses who were to play in our theaters, skilled workmen who were employed to come to this country to teach our workmen higher forms of the most skillful mechanical arts, and musicians who were to gladden us and elevate us by divine melody. In fact, the most desirable classes have been rigidly excluded, provided they had sufficient prudence and business foresight to provide for a certain maintenance here before they hazarded a change of home, while hordes of improvident, degraded, slavish laborers, against whom the spirit of the law was directed, have been permitted to enter without opposition. Only last week a ship load of these contract laborers, bound for Pittsburgh, entered New York, and the technicalities of the law having been observed, were permitted to land and go to their destination.

Time was when every working man in America felt himself the equal of his employer in every respect except that of wealth. Now, with plutocrats on the one hand and industrial slaves on the other the boasted equality of American manhood is no more. If we want to restore the former status of labor in America, or, even if we desire to arrest its downward progress, the streams of filth that are flowing into it from abroad must be dammed up. This done, and the corrupted mass now here subjected to the purify process of education and true American influences, we may hope that once more America will be the land of equal rights, loyal hearts and true manhood from the humblest of the most exalted.

The czarowitch—which means the man who will spell dynamite with a big D when the present czar dies—has abandoned his proposed trip to Siberia. If the czar himself, and the "witch" too, could be sent to Siberia and given a few lessons in mining it would open their eyes, if it did not close them forever.

It has been decided by the American Federation of Labor that only the carpenters shall make a fight on the first of May for eight hours a day, it being deemed necessary for other trades to continue at work in order to earn money with which to support themselves and the striking carpenters. This is evidently the choice of two evils. It was recognized as a probability—almost a certainty—that a strike of all the trades could not last long, since there would be no income upon which the strikers could live, and they would soon be compelled to work as the alternative of starving. But the success of a strike confined exclusively to carpenters is also doubtful. There are thousands of non-union carpenters—inelegantly denominated “scabs” by union men—and members of the federation belonging to other trades will have to work with them or not at all. Any strike because of the employment of non-union carpenters would be equivalent to a general strike and would, no doubt, be followed by a general lockout of all trades, precipitating the very conditions under which the federation says success is improbable. To say the least, it is doubtful if contractors will permit themselves to be defeated in detail as per the announced plan of the campaign. It is more probable that they will make an attack, not only on the skirmish line of carpenters sent out against them, but upon the line of battle of other trades behind them. There is more in this movement than a mere strike of carpenters, and both sides will find it out before the end is reached.

In moving in the matter of organizing an industrial exposition for the Inland Empire, the scope of which shall take in the representative industries of the whole northwest, the people of Spokane Falls have taken the surest means of making known the character and extent of the resources of its tributary country. The region has reached a stage of development that will enable it to make a very creditable showing. The evidences of progress which a large exposition will present will surprise many who fancy they are tolerably well acquainted with the country. But a large part of the value of such an institution, properly managed, lies in the opportunity it will afford for capitalists and others interested in the northwest to gain a definite knowledge of the nature of the wealth upon which Spokane Falls bases its growth. To enlist capital in the development of the natural riches of the country is one of the objects to be obtained by a representative display of its wares. It will attract many people who otherwise would never take the trouble to investigate the merits of the northwest, and especially of the interior northwest. Its benefits can scarcely be overestimated. Spokane is a most suitable point for an enterprise of this character, and the characteristic

energy of her business men is a sufficient guaranty of its success.

Blaine, it seems, has been engaged in practical work to accomplish the status of commercial reciprocity between this country and other American countries recommended by the international congress recently in session in Washington. Should such treaties be negotiated, especially with Mexico and the Argentine Republic, much of the quarrel over the terms of the tariff bill will prove wasted energy. The fight on free hides, wool and lead can then be made direct in the senate in considering the question of ratifying the treaties. This would leave the house out in the cold in this matter, no doubt to the relief of those who are oppressed with the burden of doing the impossible.

There promises to be a greater split in congress over the silver question than the tariff revision movement. The extreme position taken by the radical silver men is so far beyond any point to which the conservatives can be either coaxed or driven that any legislation is impossible unless the radicals compromise on the Windom measure. Even this is one of doubtful success, for the democrats will not aid the republicans if they can help it, and there are many republicans unalterably opposed to any further coinage of silver than now authorized by law.

Has not Cleveland a right to his own flesh, and is there any political significance in his fatness? Those republican papers that ape the *New York Sun* in criticism of the ex-president's personal appearance would do their party cause more good if they confined their remarks to more important subjects, besides keeping closer within the bounds of decency.

A brewery or distillery at Valley Forge! what desecration! Congress should purchase the grounds for a national park to preserve the memory of the time “that tried men's souls,” a distillery of the spirit of revolutionary days for the great mass of the un-Americanized now in this country to imbibe.

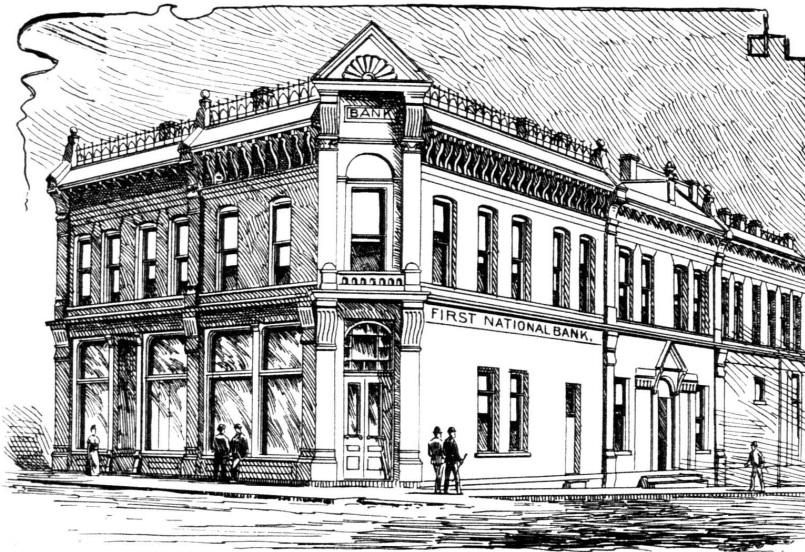
The first immigrant to land at the new landing in New York was presented with a \$5.00 gold piece by the superintendent. It would be a good investment for the government to present \$5.00 to every one of them, and then send three-fourths of them back again.

Stanley thinks that Africa will in the future become what America is to-day. If that be so, Europe and Asia will have to hurry up and change their ways, or they will be of little account in the affairs of this mundane sphere.

CHEHALIS, WASHINGTON.

ONE of the most attractively situated cities of the new state of Washington is Chehalis. It is not only interesting from an æsthetic point of view, but from a commercial and business standpoint as well. It is one of those cities which hold out golden opportunities for those who contemplate seeking a home in this great and undeveloped northwest. Situated, as it is, midway between Puget sound and the Willamette valley, its central location gives it commercial strength.

Chehalis is on the line of the Northern Pacific, ninety miles from Seattle and ninety miles from Portland and only sixty-five from the Pacific ocean. The city itself is in the midst of a fertile region. Contiguous to it, and lying south, east and west, are the rich valleys of Chehalis and Newaukum, which furnish



FIRST NATIONAL BANK, CHEHALIS, WASH.

some of the best farms in the world. Not only are they productive of fruits and cereals but they are so close to the markets of the world as to insure always a fair price and a ready sale for all products produced. The mildness of the climate in these valleys makes it possible to raise semi-tropical fruit here. Prunes grow in abundance and of such quality as gives them the preference in the markets. This industry, in the course of a few years, will have grown to such dimensions as will give Western Washington such a reputation for the production of prunes as Southern France has by reason of her vineyards. Besides this the immediate pasture lands, green nigh all the year round, make possible an extensive dairy business, from which the great and fast growing cities of Western Washington and Oregon must draw, in part, their sustenance.

Chehalis as a railroad point is one of importance. The Northern Pacific has recently completed a "Y," and now runs a daily train from Chehalis to Tacoma, Seattle and intervening points, making Chehalis its terminus. This train is called the Chehalis train, and was from the beginning well patronized, showing the importance of the country in and about Chehalis. At an early date her railroad facilities are to be multiplied. The Pacific, Chehalis & Eastern Railroad Company—a Chehalis railroad enterprise—was recently incorporated by the well known railroad men, Herman Trott, John A. Chandler and Charles A. F. Morris, of St. Paul. This road is to run to Shoalwater bay, terminating at Sea Haven, on Willapa harbor, whose natural prestige promises to make it a great seaport, and from which point much shipping will be done, obviating the expense of river and sound navigation. Besides these important roads, Hunt's system and the Union Pacific will pass through Chehalis on their way north. These roads will in all probability be constructed at an early date. The realization of these transportation facilities will insure a swift development of the inexhaustible resources of the Chehalis country.

As a lumber center Chehalis is attracting no little attention. At the confluence of the Chehalis and Newaukum rivers it is natural she should become the source and center of a great industry. These rivers drain vast regions of land, and lose their silvery currents in the shadowy depths of the tall, dark forests, which, as yet, have never reiterated the language of the woodman's ax as the knell of their own destruction. Rivers are the natural highways and usually determine where industries flourish. The fir and cedar of Western Washington are of superior quality and more enduring than even the tough oak of the eastern and middle states. Such being true, it is a foregone conclusion that Chehalis is to supply, in part, the increasing demand for the better fir and cedar timber.

Chehalis is already somewhat a manufacturing point. Here is a machine shop wherein is made shingle mill machinery, tramways, trucks, etc. She has also one saw mill with a capacity of 35,000 feet per day. In addition to these there are four or five mills in and around the city, with two shingle mills of about 100,000 shingles capacity per day. Although the shingle industry is in its infancy, considerable quantities of shingles are shipped from this point east. Chehalis is practically at the head of steamboat navi-

gation on Chehalis river. An appropriation has been asked for the purpose of preparing this river for navigable purposes. A proposition has also been submitted to the board of trade asking permission to put in a pump factory and a general windmill manufactory.

As if to complement the flattering mining interests of Chehalis, nature has bountifully supplied her with inexhaustible beds of coal. Beneath her green-robed hills, soft pillowing the drowsy sunshine of her summer days, reposes the sunlight of lost ages, the impress of whose records lies buried in coal fields of Western Washington, whose black substance but awaits the touch of the match to leap into a blaze again.

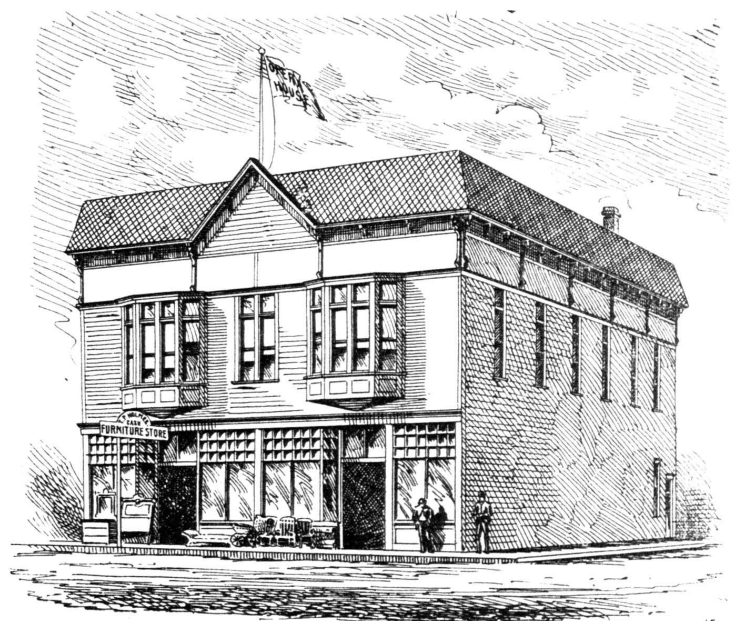
People often are lead to predict future growth and prosperity for a city without determining whether that prediction rest upon a logical foundation. It is often an air-castle fancy constructed. There is one thing indispensable to prosperity and development of a city, and that essential thing is labor. The question first and last and always is what are the resources of this place? Is this point to furnish several thousand men steady employment? To these questions Chehalis gives unhesitatingly an affirmative answer. Being the county seat of Lewis county she is made conspicuous by legal prestige. Lewis was one of the first organized counties in Washington. Its navigable streams are the Cowlitz and Chehalis rivers. The former flows through the southern portion of the county and empties into the Columbia. The Northern Pacific follows along the banks of this beautiful river for miles and miles through valleys of green, painted with flowers. The Chehalis river, whose head waters are in the Coast range to the southwest, flows westward into Gray's harbor. This is a beautiful stream, and aside from being utilized for commercial purposes, will in years to come afford a source of pleasure for rowing and fishing. The topography of the country—an undulating valley lying between the Cascade and Coast ranges—is such as is conducive to the good health of its inhabitants.

It is probably well to remark in this connection, and the remark is of general application, that no new country is free from inconveniences such as have always attended the subduing of a new land. But with a mild climate, free from the severity of eastern winters, unmeasured slopes of timber, pure and ever flowing streams of water—surely in such a land there can be few hardships met with comparable to those encountered in the Dakotas or in parts of Illinois during the settlement of those states. But what is desired are people of business, or, at least, those who mean business. What the northwest needs is men

of brains, hearts and pocket-books. Not only do Chehalis's and Lewis county's resources invite men who wish to engage in general manufacturing enterprises, but also do her agricultural opportunities give special invitation to those who wish to engage in farming and agricultural pursuits.

The total area of Lewis county is about 2,000 square miles, nigh 50,000 acres of which are original prairie land located in various districts of the county. Though Lewis is the great farming county of this portion of the state, still there are yet a number of townships of unsurveyed land, much of which is of good quality, not covered with heavy timber, but with brush and smaller growth of trees. It will not be difficult to clear this land which is comparatively easy of access. It is almost wholly unoccupied and open to settlement. There is likewise not a little of surveyed land untaken, and productive and a large amount of railroad land for sale at reasonable prices and on easy terms. These unimproved lands may be had from \$5.00 to \$20 per acre.

Recently fortunes have been made in the raising of hops. All about Chehalis are acres and acres of excellent hop land. Over 200 acres have been planted in Lewis county, and the matter of raising hops here is no longer an experiment. The Chehalis hops have brought fancy prices in the markets of New York and London, and have been shown as high class samples by which to grade other goods. Their reputation, therefore, is established and the markets opened. As a crop of large profits the hop has few equals. Especial fields for investments are offered here to those who wish to put their money in for immediate and profitable returns.



OPERA HOUSE, CHEHALIS, WASH.

Chehalis is having a very substantial growth. On every hand are push, energy, life. It is a live place, and abundantly so. Its citizens are wide awake, up and doing. They know their opportunity and are wise enough to improve it. Nowhere will you find a more generous expression of public spirit. Good-natured, whole-souled, kind-hearted men are the kind of fellows who will meet you at the gates of Chehalis. They are, like the men who are building the mighty commonwealth of Washington, plucky and determined. This spirit is everywhere manifested throughout this new state and nowhere else more than in Chehalis. The air is rife with the promise of great things. With wonderful rapidity do these young cities rise to metropolitan proportions. Things are not overdone in Chehalis, but they are done. Already there are a dozen good general merchandise houses, a bank, two hotels, two restaurants, two saloons, a billiard hall, two news stands, two confectionery stores, two drug stores, two jewelry stores, two newspapers and job printing offices, a boot and shoe store, two millinery stores, several dressmakers, two complete hardware stores, four firms handling agricultural implements, a barber shop, three livery stables, three real estate firms, harness shop, marble cutter, photographer, five lawyers, five physicians, two surveyors, bakery, three meat markets, a wagon shop, two blacksmith shops, sewing machine agency, dealer in sash, mouldings and builders' materials, brick yards, and a score or more painters, carpenters and contractors. Take a city with such a beginning and give it what it is now being given—opportunities to develop and utilize its immediate and almost boundless resources—and it must become a thriving, substantial and permanent city.

It has been said a newspaper is indicative of the life of the place from which it is issued. If this be true, Chehalis is well represented in her press. She has two papers—the *Nugget*, edited with no little ingenuity; and the *Bee*, as busy as any bee. The educational and religious interests are also promising as those of the material realm. Indeed, no young state stands up girded with greater moral strength than does the state of Washington. And no state in the union to-day can show as great a percentage of learning as can this same state of Washington. This is not an assertion, but simply the voice of statistics. We venture to give this fact prominence as we do not wish to intimate that people are coming to this new state to raise hogs and cattle only. The city of Chehalis has five churches—Presbyterian, Methodist, Episcopal, Baptist and Catholic; her edifices are substantial and commodious, with faithful, intelligent ministers in charge. Chehalis has recently erected a large school house (see last page) at a cost of \$10,000. It is well furnished and well provided with modern apparatus.

To those of our readers who contemplate visiting Washington we commend the city of Chehalis, sheltered and protected from the severity of winter and the ravages of storm by the everlasting mountains piled heavenward against the blue of an Italian sky.

COLVILLE'S ADVANCEMENT.

SOMETHING new in the business situation at Colville, Washington, is the scheme for constructing a branch road from the Canadian Pacific's main line at Revelstoke, where it crosses the Columbia river, southward to Colville. A road through the region south of Shuswap lake has long been in contemplation but the lack of capital on the part of individuals and a disinclination on the part of the Canadian Pacific company to push such an enterprise in a rough and sparsely settled country has prevented its construction. With the manifest determination of American roads to reach that territory, however, notably the recent move of the Spokane & Northern to get a franchise from the dominion government, the Canadian Pacific has deemed it wise to bestir itself in the premises and to take active measures for securing the patronage of the coveted land to itself. So, it will this year build a road down from the Shuswap lake country, passing Arrow lake and then following the general course of the Columbia, tapping the Kootenai mining district and entering the Colville country. Engineers have been in that region some time and it is now definitely announced that the contracts for construction are being let and that the line will be completed to Colville this year.

It is admitted by everybody at all acquainted with the country that this interior region of British Columbia and the adjoining territory on this side of the border are scarcely surpassed for the richness and variety of their resources. Their great distance from the ordinary routes of travel have rendered them inaccessible for most settlers, so little in the way of development has been accomplished there. But the casual prospecting has shown the nature of the resources that transportation facilities will render available, and the field is so promising that the railroads can not longer leave it in isolation. The rapid work of the Spokane Falls & Northern last year in sending out a line directly toward the seat of dormant wealth of that extensive region has drawn attention to it from all sides and insured its rapid development. The coming months will witness commercial and industrial changes there that will be little less than revolutionary.

Besides the gold, silver, copper, lead, iron, etc., in which that region is rich, but the extent of which, because of imperfect prospecting, is not known, it has vast forests of valuable timber, extensive acres of stock

ranges, the richest of farming valleys and uplands and manufacturing sites in untold number. For the most part it is well watered, and it has a temperate climate. The country has an infinite variety of surface characteristics. The section having easy communication with Colville, which is the nearest railway point, is most in favor now, and that town, because of its advantageous location and its enterprise in improving its advantages, is likely to remain the central business point for that promising territory.

There is a considerable stretch of productive American soil between Colville and the British boundary. On the Columbia river is probably the best farming land in Northeastern Washington, and much of it is unoccupied. The Colville valley itself is a farming section of importance, and its trade, of course, centers in the city of Colville. But on the Columbia is a much larger area, and it is adapted to fruit raising and the production of such semi-tropical crops as peanuts, sweet potatoes, sorghum cane, etc., as well as the usual cereal staples. Then across the river, on what is now the Colville Indian reservation, is a large tract of timber, mineral and agricultural lands that will soon be thrown open for settlement. The only available outlet for that entire region is by way of Colville.

As Colville possesses the only smelter within a radius of about 400 miles, it is the commercial center of that and the adjoining mining districts. While high grade ore may be shipped to distant smelters at a profit, there is always a large quantity of good ore that will not bear heavy transportation charges which must needs be left unmined unless there is a smelter at hand to reduce it. The smelter at Colville makes the development of low grade producers profitable, and by that means a great deal of rich ore is found that would otherwise be unknown. Miners assert that there is more ore on the surface in the Colville district than in any other mining region on the Pacific slope. But capital is needed to obtain proper development. Mining capitalists will be given large interests in the mines for their aid in developing the properties. This is an offer well worthy of investigation by those interested in such matters.

A court house to cost \$50,000 is to be constructed in Colville this year. The new \$35,000 hotel will be open for the reception of guests in July. A planing mill, with a capacity for handling 20,000 feet of lumber daily, is being erected. A syndicate of local capitalists will build twenty-five frame cottages this year, twelve of which are now under contract. Some of the miners are putting in concentrators. The new smelter is in full operation and turning out very satisfactory results. The new road from British Columbia will place a new section tributary to Colville and be an important factor in promoting its progress.

ASTORIA.

Where ends the broad Columbia sinks the sun upon the sea,
While its rays are painting visions in the sky,
As bright emblems of the wonders of the world that is to be,
When this life, with all its shadows, passes by.

In the music of her waters have I caught an echoed sound
Of the songs of angels singing up above,
Coming softly as a snowflake when it sinks upon the ground,
Coming gently as a whispered word of love.

I have wandered in the forests that were once upon her shore,
And their peacefulness seemed shadowed down from
heaven;
But its silence has departed, and the peace that was before
For the strife and varied sounds of life is given.

Still I love the fearless grandeur of the river rolling on,
As it goes to meet its death within the sea;
And its tomb is decked with beauty—then, departing, sinks
the sun,
And the night steps forth—the mourner that's to be.

ADAIR WELCKER.

The announcement of the projection of a great trans-Siberian railway has revived in Russia the project of bridging Behring straits. While the distance from the American to the Russian shores is between fifty and sixty miles, this stretch is broken by the Diomedes islands, lying about midway in Behring straits and well scattered. Three large, well-known and inhabited islands of this group are so situated as to form convenient stations in a route from Cape Prince of Wales, on our shore, to East cape, on the Siberian. They are Fairway rock, Krusenstern, or, as the people call it, Ingaliuk, and Ratmanoff, or Imaklit; and between the two latter passes the boundary line of the treaty of 1867. The distance of the first from the American shore is hardly a dozen miles, and that of the last from the Russian shore only about twice as much. There is also King or Ukivok island, inhabited, and a survey might disclose uninhabited rocks capable of additionally breaking the distance for a bridge route. The depth even in the middle of the straits is said to be about thirty fathoms.

The Union Stock Yards Co. has been incorporated in San Francisco with a capital stock of \$2,500,000. The company will maintain a complete system of stock yards on the Chicago plan. Adjoining them will be erected two large packing houses capable of handling 4,000 hogs, 1,200 beeves and 1,500 sheep daily. These establishments will cost \$400,000 each. This industry will serve to increase the pork raising interests of the Pacific coast, which are now sadly lacking in ability to supply the home markets. It will also turn cattle shipments westward from the ranges of Nevada and Idaho.

MCMINNVILLE, OREGON.

THE leading town between Corvallis and Portland, on the west side of the Willamette valley, is McMinnville. It lies distant from the stream that bears the name of that valley about seven miles, on the south fork of the Yamhill river, in one of the most productive prairies to be found in Oregon. It was founded in 1855. Its progress at first was slow, but as the large district that now looks to it for supplies increased in population, so also did the town. Its location is most favorable, being on the west side division of the Southern Pacific railway, fifty miles south of Portland, in the midst of one of the most fertile agricultural districts on the Pacific coast. McMinnville stands in an open plain, fringed on every side by rolling hills, which have for their background, on the west, the green summits of the Coast range, and on the east the lofty, white peaks of the Cascade mountains. The fine, well kept and highly cultivated farms seen on every hand remind one of some of the famous agricultural districts that are to be seen along such rivers as the Hudson and the Delaware. On these farms may be seen beautiful dwellings, surrounded by large and commodious barns and stables. The well fenced and finely cared for fields evince the highest state of cultivation.

The prosperity that has here attended the efforts of the farmer is equally manifest throughout. Many of the successful farmers of this section have removed to the town and built for themselves neat and attractive town residences. The wide streets and well boarded sidewalks and the many pretty homes and large business establishments here seen present to the stranger a pleasing appearance.

The principal streets of McMinnville are lighted by electricity; and from the river near the town is piped an abundant supply of pure water through mains that are laid in nearly all of the streets. Here, as in all of the towns and cities of the Willamette valley, may be seen some pretty churches. Six of the leading religious bodies of the country have places of worship. Many of the secret societies have lodges, such as the Masons, Odd Fellows and United Workmen. The Grand Army has a post, and the farmers of this section of country a grange.

Few towns on this coast can boast of better educational facilities. The college bears the name of the town, and is recognized as one of the leading institutions of learning in the state. The building belonging to this institution is situated on the southern edge of the city, and is a handsome, four-story brick, surmounted by a cupola, and was erected at a cost of \$35,000. In the basement are the kitchen and dining room, while in the upper floors are the chapel, class

rooms and students' sleeping apartments. There are five separate departments of study—collegiate, scientific, normal and business course, besides a preparatory department to fit the applicant for admission to either of the higher departments. At the institution there are now in attendance about 100 students. The public school building is a three-story frame structure, with stone foundation and brick basement which reaches to the second floor. The building cost \$10,000, and an additional sum of \$5,000 was expended for improvements and furniture. There are now on the rolls of this school the names of about 400 pupils, under the care of a corps of well trained and efficient teachers. One of the handsomest structures to be seen in the Willamette valley is the court house at McMinnville. It is a brick edifice, with a cement external coating, which gives it the appearance of stone. It was recently completed at a cost of \$62,000, and probably an additional sum of \$8,000 will be required to furnish it.

The town possesses among its present industries a complete roller flour mill of 110 barrels a day capacity. There is also located within its boundaries another flour mill building that is soon to be supplied with machinery and put in operation. Last season a creamery was erected at a cost of \$8,500, capable of making 1,000 pounds of butter a day. There is also a sash and door factory with a capacity of 100 doors per day. There are five saw mills, four of which are located in the Coast range, that are tributary to this place, and the other about two miles distant. They are owned in the city, and have a capacity of about 47,000 feet per day. On the south side of the fair grounds, near the town, a tile factory has recently been erected for the making of drain tiles and various kinds of terra cotta ware. Two miles from the town an extensive deposit of sandstone exists that is capable of supplying the wants of this community with an abundance of easily worked building stone, which on exposure to the atmosphere becomes very hard.

The two national banks each have a capital of \$50,000, and carry individual deposits amounting, on an average, to about \$300,000. The prosperity of the merchants of this town, which claims a population of 2,000, can be best learned from the volume of business done annually. It is claimed it will average over \$350,000. There were shipped from this place the past year at least 275,000 bushels of wheat, oats and barley. The town is supplied with a good water power, conveyed by the race that taps Baker creek a short distance from town. This race in its course towards the town flows through the fair grounds, and provides the stock kept there with an abundance of water. These grounds cover ninety acres, and are situated about a half a mile west from the center of the city. A few years ago there was inaugurated the construc-

tion of a large canal, to tap the South Yamhill river a short distance above Sheridan, for the purpose of conveying a large body of water to the city to be used as a motive power. Six miles of this canal were then built, and there remain about twelve miles more to complete it. By the construction of this canal, McMinnville would have a ditch capable of furnishing a body of water with a fall of seventy feet, and it is estimated that it can be completed at a cost of about \$40,000. Many of the citizens here are looking forward to the raising of that sum for the purpose this summer.

The good showing McMinnville makes is but a reflex of the prosperity and fertility of the country tributary to it, which extends for a distance north of twenty-five miles, west twenty-five miles, south fifteen miles, and east fourteen miles. The soil that has achieved so much for this county of Yamhill, in the bottom lands, is a loam of dark gray color, and will average from four to fifteen feet deep, while that of the higher levels is composed in most instances of a light soil of reddish color. The upland soil often attains an enormous depth. A well was recently sunk on one of the hills near town, that pierced the soil to a depth of eighty feet. These foot hills are proving to be as productive as the prairie land. They attain an average altitude of about 800 feet, which is about 500 feet greater than the altitude of the town, as computed by one of Yamhill's most experienced county surveyors. One of the beauties of the cultivation of the soil in this portion of Oregon is that year after year there are obtained unfailing crops of all kinds of cereals without irrigation, even on the tops of these foot hills. Eventually this section of Oregon will become as famed for the growing of certain kinds of fruit as it is to-day for the production of wheat and oats. Such fruits as cherries, plums, prunes, pears and apples do well; so, also the smaller fruits such as gooseberries, strawberries and blackberries. The adaptability of this soil for fruit raising is attributed to the good drainage and to the soil being largely impregnated with iron.

For many years past these foothills and the Coast range have been well stocked with cattle and sheep. On these hills it is possible for the sheep to feed during the entire year. Snow seldom lies on the ground over three days at a time, the grass remaining green on the summit and slopes throughout the winter. The streams flowing through this portion of the country have for their source the large springs that gush from the sides of many of the hills and mountains giving an abundance of water for stock. These hills are well adapted to the feeding of stock for dairy purposes, as the cattle can obtain, at all seasons, an abundant supply of grass. Timothy, clover, orchard and mesquite grasses grow with luxuriance. Bee culture will eventually be one of the great industries of these hills, as

the elk weed and other shrubbery and the honey dew which bees feed upon exist in large quantities. The honey obtained is greatly prized for its clearness. These hills which are now so thinly settled, will ere long contain a large population. Land can be acquired at a nominal figure. The school lands may be bought at the same price they could be if they were held for pre-emption by the national government. To the sportsman, the foot hills and Coast range mountains are an elysium, as they abound with game. Elk and deer are here very numerous, and even the black bear may be found very plentiful. Small game, such as grouse, native and Chinese pheasants, quail, ducks and geese are everywhere found and the streams flowing from the hills and mountains are well stocked with choice trout.

The portion of the valley tributary to McMinnville can boast of a good climate, the thermometer in winter seldom reaching zero. This place, on account of its close proximity to the sea, from which it is only distant about forty miles, enjoys the exhilarating effects of the sea breezes that are wafted on land during the heated period of the year. Summer thunder storms and cyclones are unknown.

The coming season it is expected will be as prosperous as the town ever enjoyed. During each of the two years last past, the amount of grain exported from here doubled that of the preceeding year. With the extension of the west side line of the Southern Pacific railroad from Corvallis to Junction City, this side of the river will have a through line to the south, and enable passengers to travel by either side to and from Portland. The people here have great hopes, that as the Southern Pacific Railroad has acquired control of the Oregonian Railway and will change it to a standard gauge, it will build about two miles of track between Lafayette and St. Joseph, and thus give them an all rail connection with Portland that would be fifteen miles shorter than the present route.

G. BIRNIE.

Work is progressing rapidly upon the various factories being built at Oregon City. Already \$60,000 have been expended upon the stone work of the Crown paper mill, and the upper stories are not yet begun. This shows what an extensive and substantial industry it will be. The other factories are also making splendid progress. As an indication of the great prosperity of the city, the fact that the school assessment shows a valuation of \$1,260,000 in a district where last year it was but \$680,000, speaks volumes. This does not include the factories referred to, which are on the other side of the river. A system of sewerage is now being put in that will add much to the healthfulness of the city.

Erminie.

This week has been one of comic opera at the Marquam — Aronson's New York Casino Company in "Erminie," "Black Hussar" and "Nadjy." The performances have been, indeed, comic, but in a sense different from that intended by the librettos. None of the people in the company appear fitted by nature or art to fill any of the characters they assume; they can neither sing nor act. "Erminie" was given on Monday and Tuesday nights. The opera is too well known and popular to require any synopsis. That the motif is an adaptation of Robertson's old play, "Robert Macaire," is known to all theater goers. Miss Helen Lamont, as Erminie, is very beautiful, and her gowns lovely. Alas! that more can not be said. She can not sing the music, and seems to think the part a well dressed Fanchon. It is doubtful if Maggie Mitchell makes more turns, twists and gyrations in the "shadow-dance" than does Miss Lamont all through the opera. She does not appear to understand the meaning of repose. In the first act every strand of that beautiful gown is continuously snapping like so many whip cords. The charms of the second and third acts are marred in the same manner, not alone by Miss Lamont but by the orchestra and chorus; everything is too fast. The whole beauty and dignity of the dance, in the second act, is lost by the rapidity of the music. Miss Hanly seems to be also imbued with the spirit of Miss Lamont's activity. At times she appears possessed of a frantic desire to get her heels over her head; once she nearly accomplished that difficult feat. It is remarkable how well-bred, intelligent people will sit under so called comedy, which, rightly named, is vulgarity, without protest. These same acts performed by some social acquaintances would place them in Coventry for ever. Some of the antics of Cadeaux in drinking and eating are insufferably bad. Gilbert and Sullivan, with others, have proved that good, healthy comedy and humor can be portrayed without vulgarity and coarseness. The chorus contains some very fine looking men and pretty girls. The costumes are bright and dainty, and the stage setting beautiful. The staircase scene of the last act was especially good, the light effects being very fine. The pink ball room was also very pretty.

The "Black Hussar," by Milloecker, is above the average comic opera in that the story is not only good but interesting as well. What is more, it abounds with good music; some of the airs are particularly fine. The plot is laid in Germany, in the year 1812, during the war between Russia and France. Two young officers of the Black Hussars, Herbert and Waldemar, repair to the house of the burgomaster,

Herbert disguised as an army chaplain, the other as a student, the burgomaster having in the meantime disguised his two daughters as old women, as a precaution against their being carried off by the soldiers of either army. The young soldiers ply successful suit to the daughters' hearts, and at the last are rewarded by their father's consent to their union. The chorus does some very good work, which is more than can be said of the majority of the principals. Miss Lamont, as Minna, and Miss Hanley, as Rosetta, the burgomaster's daughters, are principally occupied in looking pretty, in which they succeed; but that is all, for neither of them meet the vocal requirements of the score. The makeup of Miss Genevieve Reynolds, as Barbara, is admirable, and in the last act she does some very clever work. Lloyd Wilson, as Herbert, and Ross David, as Waldemar, keep Miss Lamont and Miss Hanley company in looking picturesque. As Heckenbach, Mr. R. E. Graham appeared to much better advantage than as Ravennes in "Erminie." The most brilliant thing about Mr. DeLange's Piffkow was his diamond ring.

At Cordray's theatre the stock company has been giving Dion Boucicault's "Lad Astray." It is hardly to be expected that Miss Essie Tittell can meet the requirements of the role of Armande Chandoce. It is, to say the least, a difficult part, and Miss Tittell does not grasp it. Her emotion is too emotional, as she is at times too gay. Miss Minnie Tittell would improve if she paid more attention to her grammar. Mr. French, as Rodolph Chandoce, was neither better nor worse than usual. Mr. Albert Lando's Mount Gosline was simply idiotic.

"Little Lord Fauntleroy" is rapidly gaining an international reputation and a polyglot character. Preparations are being made for producing it in Germany, France, Spain, Italy, Holland, Sweden, Denmark and Norway in the language of those countries, and it will probably not stop short of translation into the Sanscrit, Zulu and Patagonian tongues. Even as the "Tenas Tyee" it might sweep over the northern wilds and into the icy fields of Alaska, clothed in the meagre garb of the Chinook.

Mr. Cohen, the composer, best known by his mythological pastoral "Endymion," has produced a new opera at the Rouen Theatre des Arts. It is based upon Byron's "Siege of Corinth," and is entitled "Venetian." The libretto is by Louis Gallet. The opera was well received.



THE MISSION BELLS.

I hear the bells ring sweet and low
 Across the glad, blue bay;
 No tone of passion, care or woe
 Swells through the notes they play.
 O, mission bells! O, heart-free bells!
 Ring maidenhood away!

I hear the bells' soft music flow
 Across the restless bay;
 Lost love and passion, care and woe
 Sob through their tone to-day.
 O, mission bells! O, mellow bells!
 Ring womanhood away!

I hear the bells ring sad and low
 Across the moaning bay;
 Ring out the passion, care and woe,
 Ring in life's twilight gray.
 O, mission bells! O, tender bells!
 Ring life and thought away!

ELLA HIGGINSON.

THE MAYOR OF SPOKANE FALLS.

CHARLES F. CLOUGH, who was, on the first of this month, chosen mayor of Spokane Falls, is a typical business man of that vigorous young city. He was born in Rhode Island, December 26, 1843, where he spent the early years of his life on the farm. At the age of seventeen he enlisted in the Fourth Rhode Island infantry with which he served throughout the Civil war. He was in eleven severe battles, among which were South Mountain, Antietam and Fredricksburg. After the war Mr. Clough returned to Rhode Island and for some time was engaged in the fresh meat business. Later he handled sewing machines and pianos. In 1876 he went to California and was a commercial traveler for seven years. He arrived in Spokane Falls March 7, 1884, and was in the stationery business until three years ago when he sold his stationery interests and formed a partnership with Jay P. Graves in the real estate business. In 1886-7 Mr. Clough was a member of the city council of Spokane. He is a man well acquainted with the needs of the city, has good executive ability and is liberal and progressive. The municipal affairs of Spokane Falls had obtained an unenviable notoriety and the election of Mr. Clough is in the line of reform which the people, without regard to party affiliations, demanded. This year is an important epoch in the history of the city

and it is of the greatest concern to every citizen that its affairs be administered with integrity and common sense. Mr. Clough's wide business experience enables him to be of great service to the city at this juncture.

NATURAL GAS IN OREGON.

THE discovery of natural gas in two places in Oregon, many miles distant from each other and separated by a range of mountains, indicates its presence in this state in large quantities. At Warrenton, near Astoria, boring is in progress, with all the indications of success. A few months ago a man from the oil regions of Pennsylvania discovered gas near Drain, in the Umpqua valley, but for some time was unable to induce any one to pay attention to his discovery. This week the discovery, on Elk creek, was visited by a party of Portland gentlemen, who made thorough tests and were so satisfied of the presence of gas in quantity that they have incorporated a company and will drill a well to determine its value. Should developments in either or both these localities be satisfactory another valuable resource will be added to Oregon's already large list. It is only necessary to refer to Pennsylvania, Ohio and Indiana to get an idea of what it may do for Oregon when developments are made.

Fact and Fancy for Women.

BY ELLA HIGGINSON.

A SONG.

"O, come!" said Care, and stretched a long, firm hand
 Across lost love and kisses blown away;
 "Come, live with me; be with me every day;
 And I will teach thy trembling feet to stand."
 A while I walked with her; bent to her will,
 With heavy eyes and heart bowed down in woe;
 I did not care what path she bade me go—
 I only knew that she walked with me still.
 But one sweet morn a robin called to me:
 "Hey, mourner! You who walk, so pale, with Care!
 Fling off her cruel hold; the world is fair!
 Come out! Come out—across God's happy lea!"
 O, blessed, cheerful voice—heard just in time!
 I turned and laughed—*laughed*—in the face of Care.
 Dear heart! we oft hear robins unaware—
 There's method in the madness of my rhyme.

There is in the Easter number of *Harper's Bazar* an illustration—a little, shadowy picture—that must shake some women to the very soul; that surely some women can not look at for burning tears! It is only a young man and a young woman with their hands on each other's shoulders, their eyes looking deep into each other's souls. But beneath the picture are the words, "Can't you trust me, Rose?" There is the whole of some woman's life story in that picture—all the love, the doubt, the trusting again and again, the dumb sorrow, the awful shrinking from that heart-breaking question, "Can't you trust me?" Saddest of all hearts is that pure, true one that loves deeply and unselfishly, yet feels that the object of its affection can not rise to its own level. Too strong and unselfish to cast the unworthy one adrift for the sake of her own peace of mind, she keeps what gentle hold she may upon him by her tender influence, her pure love, her quiet self-denial. For him this means a gay life apart from hers, and the proud happiness of knowing that the woman whom he really, in his selfish way, loves belongs to him and is true to him; for her it means sleepless nights and lonely tears and endless prayers; it means a gradual wearing away of life in hurts and carelessness and forgotten attentions; it means sad lips and aching hearts and wistful eyes—eyes that are ever looking for, and ever shrinking from, some new hurt, some greater sorrow, or a repetition of that awful question, "Can't you trust me?" to which she must answer always, with pale lips and fainting heart, "Yes, dear; yes."

Chatter, a new paper published in New York, wants a genuine old-fashioned love story, which is about the sweetest, most sensible and refreshing want that any publication has expressed for a long, long time. A real, tender, little love story is as rare in these days as a man or woman who never committed the smallest wrong deed. Most editors tell you that they don't want a sensational story, and they don't want a murder story, and they don't want a love story; aside from these restrictions, you may write anything you please: and if you write it well, and if it suits their needs—and by-the-by editor's needs are the most elusive and disappointing things on earth—they will be pleased to accept, and pay you for it. It is not well, certainly, for young people's minds to be absorbed in love affairs, but at the same time, a little, pure love story is not injurious to any one. An almost perfect story for young girls is

Harriet Prescott Spofford's "An Easter Bridal," in *Harper's Bazar*. It is the story of a young man plunging down the road to ruin who is saved by the love, faith, strength and patience of the young girl who loves him. On the other hand, even Mr. Howells's, in "The Shadow of a Dream," has given us a story that creates a morbid, creepy-creepy sensation even in his "grown up" readers. Sometime ago Julian Hawthorne gave us a love story in *Lippincott's* that was truly delightful in its refreshing simplicity; but the healthy love story is undoubtedly rare. It is just as well to remember, however, that the young girl who wears a simple white frock with a sash tied about her slim waist, and a cluster of soft curls bound together by a pretty ribbon, and who has dreaming eyes and an awkward look—in a word, the girl who could read and take delight in a quiet, pure unexciting love story is also rare. The girls, from the first 'teen to the last one, who go tripping along with their hands in their jacket pockets, disdainful smiles, shrewd, coquettish eyes, and a general air that says unmistakably, "O, you can't draw any wool over my eyes; I know quite as much as you do about everything, and I shouldn't be surprised if I knew a little more about some things?"—these are not the girls who read "Paul and Virginia" or who create a demand for that class of literature. So, we might as well scold the mothers a little while as the writers; for just so soon as there is a market for the pure, simple love story, the pure, simple love story will come out and make its little bow to the young girls in their white frocks and soft curls.

I have always been saddened by the impression that those beautiful lines of Ella Wheeler-Wilcox's:

"Laugh, and the world laughs with you;
 Weep, and you weep alone."

were the truest that ever were written; but lately I am beginning to doubt their truth, although "the scent of the roses hangs 'round them still." Laugh, and—if you laugh heartily, merrily, and genuinely—the world certainly will laugh with you; you have only to laugh and be happy to prove the truth in that line. But "Weep and you weep alone!" Is that true? When you were in sorrow, did no hand hold yours, no tear fall with your tears, no sympathy and love fold about you, no loving arm—delicate it may be, yet feeling to you, O, how strong because of its very love-support you, no gentle voice comfort you through the long, lonesome hours of the night, and pray for you? Why it seems to me the whole world flows with love and sympathy for those who need it and really deserve it. Of course, if you have lived a cold, narrow, selfish life, content because all went well with you; caring nothing for the crosses and burdens of others; shrugging your shoulders and saying grimly and indifferently: "O, some people are always having troubles and failures, and all that sort of thing—always calling on you for sympathy, you know!" If you have lived this kind of life, you have no cause for complaint if people return cold glances for cold glances. Life, you know, is a mirror, and although "I give a smile for a smile" is not a generous motto for it, it is a very true one. No matter how easy and care-free your life may have been, there will come an awful day when sorrow will stand at your door with sad eyes and tell that she has come to stay. Do not, for one moment, allow yourself to doubt that she will come; and when you eat with her, drink

with her, and feel her awful presence day and night, with no hand that you once clasped, no heart that you once lightened to help you bear it, O, you will find it hard; you will wish that you had thought more of others; you will wish that you had pressed feverish hands, and touched burning pillows, and said comforting words to those crushed to the earth with sorrow; with all your soul you will wish that you had lived a fuller, richer, tenderer life—spoken a kind word oftener, and checked a harsh one always. You will wish that you had lived so that now you did not have to “weep alone.”

When you shake hands with any one, do it as if you meant it. Don't shake his hand and arm nearly off, and don't hold his hand until his embarrassment becomes painful to witness, but give him your whole hand with a kind, firm, gentle pressure. Don't make a practice of giving your hand to everybody—give it only to those for whom you have a really kind feeling, or for whom at even a first meeting you feel that you will have a genuine liking. Society teaches us many frivolous and foolish ways, and one of the most foolish is the limp touching of finger tips. We all know the woman who says “So glad to see you,” and touches your hand with flimsy fingers, thereby proving that she is not sincere in her assertion. It is never well to affect a feeling. If you do not care enough for one to give him a gentle hand clasp, it is better to keep your fingers at home, because they will surely tell him that you are listless, indifferent. A hand is as wise in its way as a child; and should it go out in all sincerity and kindness only to come in contact with limp, meaningless fingers, it will experience revulsion and disappointment even as does the child that smiles up into a strange face only to receive a dark frown or an impatient word.

A woman who dresses well and a woman who dresses in the latest style are two very different women. The woman who dresses well selects her gowns with care, even if she be wealthy, paying strict attention to quality, color and the chances of their wearing well; the woman who dresses in the latest style buys showy gowns and cheap ones necessarily, because styles change so often.

“Why do you buy so many wool dresses?” said one lady to another the other day.

“Because I can not afford so many silk dresses,” the other replied demurely.

“How much did the wool you are wearing cost?”

“Ten dollars—for the goods without the trimming.”

“I thought so,” she exclaimed triumphantly. “Well, now, you see this lovely amber silk I am wearing. It cost just \$10. With the same money and a little tact I got a silk, while you, minus the tact, my dear, have only a wool.”

However, the “lovely amber silk” was cheap, flimsy and *skimpy*—which, I believe, is a purely feminine word, although so expressive. One glance would tell a sensible woman that it was not worth buying. Everything about the wearer of that silk dress corresponded—she deserves credit, at least, for that. Her boots were of cheap kid, round-toed, high-heeled, and all out of shape; her gloves had been purchased at a “damaged” sale, and were covered with little, brown freckles; she wore jewelry everywhere—in her ears, her hair, on her hands, arms and throat, and she fairly jingled with bangles. I saw her at a ball one night, wearing a paste diamond ring over a primrose glove. She may be found in the best society, too; there is no denying that. And if only her heart were kind, we might forgive her peculiar taste. But she is the woman who “sums us up” from head to foot; who asks us what our hats cost, and the size of our grocer's bills; who tells us Mrs. Governor So-

and-so is her most intimate friend, and that she has owed Mrs. Senator So-and-so a call so long that she is quite ashamed; and she thinks it “so absurd to talk about society in the west, because there is none—none at all, you know.” In a word, she is the woman who might read this description of herself and say: “Now, do you suppose there really are such people as that? Awfully exaggerated, I think, don't you know?”

Some women are so good that they are not appreciated. They perform little duties that are not really required at their hands and thus spoil husband and children until too much is expected of them, and they come to find that they have not a moment that belongs exclusively to themselves. There is no earthly reason why a wife should polish her husband's boots or brush his clothing; yet I actually know women who are proud to do these things. The men who permit their wives to perform such menial services for them are, of course, not worthy the name, and the more you do for them the more will they expect. You should remember, also, that if you spoil your boys in the same way, you are laying the foundation for a life of misery and thankless toil for the women who are to be their wives in the future—you are not the only one who will suffer by your voluntary slavery. Teach your boys not only to wait upon themselves, but to be thoughtful of you and of their sisters. Do your duty, but do not wear out strength, patience and self-respect by doing a thousand and one things that should not be expected of you. The woman who is a faithful wife, a true and tender mother, and a good housekeeper does as much as God expects any human being to do; yet how often is she appreciated at her true worth? How often do “her children rise up and call her blessed,” and her husband praise her? How many, many times is she called upon to deny herself that others may take pleasure! How many needless steps her tired feet take! How many head-aches—yes, and heart-aches—she carries to her lonely pillow! But when she is gone—ah, then we appreciate her! Then we miss her, honor her, love her! Then we wish we had been kinder to her, more thoughtful and tender of her! We look at the care-lined face, sealed in death, at the silver hair, the tired droop of the lips, the corded, folded hand, and we wish—O, with what a choking sob we wish—that we had kissed her oftener; that we had but laid our hand upon her each time we passed her; that we had spared her more steps, more slights, more hurts; we would give the world if she could hear us cry, “O, mother, I loved you so!”—but—and the thought shakes our very soul with vain regret—we would give still more if we could only take that tired, worn-out look from her dear face. O, you who have your wife or mother with you yet, do not let her face wear that look when she lies dead—for that is the hardest of all to bear.

There is a paradisiacal place in Russia where all the courting is done by women, which reminds me that I do love leap year balls. I love the blank expression that gradually grows on the face of the young man who came so confidently and so airily, but who sat up in the corner half the evening looking imploringly at each damsel who ignored him. I love, too, the disgusted tone in which he says: “Enjoy it? Didn't see anything to enjoy.”

The floral bracelet is one of the latest “fads” that has sense, beauty and poetry to recommend it. It is made of real flowers—violets or golden rod, preferably—and clasps about the fleshy part of the arm, near the shoulder. Dark, velvety violets blending into the white satin of a lovely arm is surely to be preferred to a broad band of gold thickly crusted with gems.

The Light Side of Life

By Lee Fairchild,

To the Warden of the Missouri Penitentiary:

DEAR SIR—I have to (or I wouldn't) acknowledge the receipt of your "bill of fare," which you kindly (I suppose) billed to me a few days ago. Just when I may be brought in to see you I can not now say; however, I mean to keep on discounting the sword for some time yet. I notice, with pleasure, that those under your tender care—if you care to have me so speak—are plentifully supplied with bacon. I infer from this that you have mistaken those under your charge for Israelites and mean to make sure of their punishment. Would it not be well to give them a taste of Shakespeare, also, now and then? Or do you consider them the same? I trust yourself and associates in authority are members of some society for prevention of cruelty to animals; for man, though criminal, is still an animal, as you doubtless have discovered. If you could get up a little better bill of fare a number of gentlemen, now at large in your state, might be induced to confess and come in. Should those who might appropriately do so, do so, it would make St. Louis and Kansas City cities of solitude instead of the quiet places they now are. I hope to hear from you sometime again; and, though you have never injured me to my knowledge, I am glad such a man as yourself is in the penitentiary.

Resp'y yours, L. F.

UNCONSCIOUSLY.

SHE—You tell your sister I meant to write her a note, but didn't.

HE—Thanks. She'll be glad to hear it.

I.



"LOOKING BACKWARD."

NOT PITHY.

There are a limited number of reverberating echoes of Bill Nye, and they are about all sound.

Speaking of great nephews, I know one or two who are anything but great nephews.

A little girl on Portland Heights, after she had said her prayers the other evening, asked her mother why it wouldn't do just as well to say "a-ladies" as "amen."

I like old maids, and wish there were fewer of them, which shows my wishes are one with theirs, which is another evidence of my kindness for them. It does not follow because they are old maids they have had no opportunity to have been otherwise; they might have died while young, for instance, but they didn't; for never an old maid died while young. Many of them made up their minds, doubtless, they would not marry unless they could marry *somebody*—something which many a husband isn't. It is possible there be about as much happiness in an old maid's life as there is in many a wedded life, especially so since many of the latter are very miserable. I remember, once upon a time—I'm sure it was—of coming to the defense of old maids, as they are called. A gentleman was hinting in a manner to tease them when I rebuked him by saying that I thought he ought not be so hard on the a-long-time single ladies for something for which they were not wholly to blame. I soon learned they would rather the other fellow's persecution than my defense.

II.



AND ITS EFFECT.

SOME IDAHO MINES.

THE mining outlook in Boise county is brighter this year than it has been for several years past. The placer mines, although growing gradually less in importance, are still a source of considerable revenue. For the past three or four years the seasons have been unusually dry, and many claims that would have yielded well and given employment to a considerable number of men did not work. This year, however, the mountains being covered with an unusual depth of very heavy snow, work will go on in every placer claim in the county. Among the most extensive which are worked by hydraulic chiefs may be mentioned those of W. B. Noble, at Grimes's pass, at the head of Grimes's creek; Ben Wilson, at Pioneerville; S. J. Dempsey, at Centerville; K. P. Plowman, Chas. Mann, Brochmiller & Co., Barker & Hall, and John Riordan & Co., on More and Elk creeks, in the vicinity of Idaho City. Some of the ditches are already in readiness and water turned on.

Although the placer mines turn out a large quantity of gold dust every year, we look to the quartz as our main support. Early in the sixties many quartz veins that have developed into great mines were located and abandoned. For many years thereafter everybody depended upon the placers; but it was plain to be seen that their extent was year after year growing a good deal less, and that quartz mines must be opened and worked or business of every kind would suffer. "Necessity is the mother of invention" could easily be construed to express the situation. Placer miners who saw that their claims were getting smaller and poorer every year commenced prospecting for quartz, which they worked on when there was no water for their placer ground. In this they have been successful, a large number of splendid properties resulting from their labors. I will give a few notes on some of the principal ones in evidence to show that we have great gold and silver quartz belts, which, when developed and worked with sufficient capital, will place Boise county in the lead of any section in the great northwest as a producer of the two most precious metals.

The largest mill in Boise county is the Gold Hill, at Quartzburg, in the west side of Boise basin. It drops twenty-five stamps day and night, the year round, on ore from the Pioneer mine. From forty to fifty tons are crushed every twenty-four hours, and the monthly yield is from \$20,000 to \$25,000. This mill commenced crushing ore from the Gold Hill mine in 1870. Work on that vein ceased about two years ago, since which time the mill has run on Pioneer ore without interruption. This is one of the largest gold mines in Idaho, the average width being thirty feet of a mixture of quartz and porphyry. No assorting is done, as all of the ledge matter is put through the mill at less expense. The owners of this property value it at \$250,000.

A little farther up the gulch is the Iowa mill, which has lain idle for a good many years. The Iowa mine, for which it was erected, was exceedingly rich on the surface, but when the chute was lost the owners could not carry on prospecting, being men of limited means. The general impression is that the mine is a good one, and, like many other practically abandoned claims, will commence production again soon.

East of the Gold Hill is the Ohio mine, owned by a Boston company, represented by Captain W. I. Smart, who had a quantity of the ore worked last fall to prove its value by mill test. The returns were good in free gold—\$20 per ton. The vein is six feet wide, and the ore the same all through. A twenty-five-stamp mill will be erected on it this year.

Besides these may be mentioned the Ebenezer and Belshaz-

zer, a few miles west of the Gold Hill. They are splendid mines, and owned by W. A. Coughanour, of the Gold Hill company, who has offered them for sale. In that section many other very promising locations are under course of development.

At Pioneerville, on the northern rim of Boise basin, are several mines that have been worked and paid well, but are now, from some cause unknown to me, idle. There are three mills on the flat—two ten and one eight-stamp.

Lower down, on Elk creek, fourteen miles north of Idaho City, is the Elkhorn, which was purchased by a Boston company on February 1 last. Late developments have revealed two or three more ore bodies in the lower workings, and the company have concluded to put in twenty more stamps, which will make the mill a twenty-five stamp.

Near the Elkhorn the Revenue and three other mines, owned by a Boston company, will be thoroughly opened by a large force, which will be put on as soon as the roads are open, so that teams can take in supplies.

Six or seven miles below these John Pharris and U. P. Linville are developing the Snow Bird, which was discovered by the latter last fall. A shaft has been sunk to the depth of thirty-five feet, and in going down the width of the vein increased from one to six inches of free milling gold ore worth from \$125 to \$150 per ton. The walls are separated by two feet of ledge matter, which they expect is filled with ore at the depth of fifty feet, to which point the shaft will be sunk as rapidly as possible.

West of the Snow Bird a "tenderfoot" from Boston, Mr. Norcross, discovered a splendid gold mine last year. A crushing of the ore was made in the Deer creek mill, and paid a good profit. A letter received a few days ago from the discoverer says that he has organized a company and incorporated with a capital stock of \$100,000. Extensive development work will commence as soon as supplies can be taken to it.

The Moriarty Brothers are developing a good mine (a continuation of the Forest King west) between Elk creek and the Washington mine. They have a five-stamp mill at the Forest King, to which it will be but a short distance to haul the ore. The mill is the property of the Moriarty Brothers and James Curley and John Riordan.

Ten men are developing the Washington. A ten-stamp mill was erected at this mine last year by Charles Balbach, of Omaha, and John Reagan and Joseph Voshay, of Idaho City. It will resume crushing in a few weeks, with the ore house full of very rich rock and an abundance more in sight in the mine.

At Banner, twenty-eight miles northeast of Idaho City, work is pushing ahead in the Wolverine and Crown Point mines, on the 500 foot level. These locations are on the same vein, which is from three to seven feet wide of ore that is all milled without any sorting. Last year 2,000 tons reduced produced over \$200,000, an average of \$100, which is very high. Besides this, twenty tons from the 500 foot level of the Banner yielded 515 ounces silver per ton. These properties, owned by the Elmira company, are held at the price of \$1,000,000. A large force of men has been cutting wood all winter, and it is expected that when crushing is again resumed the twenty-stamp mill will not be obliged to shut down again very soon on account of lack of fuel. During the past ten years the mill has run during the summer months, and the yield has always been large. There is some talk that the company will erect a fifty-stamp mill this year, as the mines can easily keep one of that size running the year round.

Nothing is doing at Graham, but a letter from London says that in July work will commence on a long tunnel to develop the Julia and Cleveland mines. It is to be large enough for

West Shore



OREGON—PUBLIC, EDUCATIONAL AND BUSINESS STRUCTURES IN McMINNVILLE—SEE PAGE 523.

two tracks for mule cars, and the estimated length is 3,300 feet. On the strength of rich ore on the surface a fine, twenty-stamp silver mill was erected two years ago. On its completion the mines were found to be unable to supply ore for a run; consequently it has remained idle. The proposed tunnel will develop the mines to the depth of over 1,000 feet, where it is reasonable to expect that large ore bodies will be found, as the veins are extensive and regular where they cross the mountain.

Some fine mines were discovered ten miles southwest of Banner last fall. The mineral is principally silver, and three tons from the surface, worked in the Elmira mill, at Banner, last October, paid a handsome profit. Two of the locations there have been sold to a London company, the sale being negotiated by Vivian Thorne.

Besides the mines mentioned, there are hundreds of others that show fully as well on the surface. Some of them, too, are fairly developed. It may be said without exaggeration that Boise basin, which is eighteen miles in diameter, is a network of rich gold and silver quartz mines. When capitalists learn that they contain millions of wealth the sound of blasts will thunder from every mountain and the roar of stamps echo through every canyon. What we need is capital directed by experienced mining men, and mills of sufficient size to work ore at a small cost. There are thousands of tons of low grade ore that will pay handsomely when reduced in large mills.

EGBERT W. JONES.

When an effort was made two years ago to have Idaho divided, the chief argument was that the mountains were an insurmountable barrier between the northern and southern portions. The fact that the Union Pacific had made careful surveys down Snake river and had decided not to attempt to build a line was used to show that it would be impossible to connect the two sections by a direct railroad. Happily the effort failed, Idaho is to come into the union as a sovereign state, and probably the needed connecting link of the road will be built. On this subject the *Boise City Statesman* says: The fact that Lewiston is soon to have railroad connection with both the Northern Pacific and Union Pacific systems renews the regret so long felt by all the parties interested, that the Union Pacific Company allowed itself to be diverted from its purpose of building down Snake river to Lewiston on its way to the sea. Elaborate and accurate surveys were made by one of the best and most reliable engineers ever in the employ of the company, who reported the route down the river practicable, and that the road could be constructed on the line surveyed, at a moderate cost compared with other similar engineering feats already accomplished. That the company has never relinquished the intention of ultimately building the section of road in question has been made evident on several occasions, both in expressions of its purposes and in acts. During the summer of 1886 H. H. Clark, the engineer who had made the surveys down Snake river some years previous, was sent to Lewiston with instructions to survey a line from Lewiston up the Clear Water river and across the Bitter Root mountains to the most available point on the Utah & Northern in Montana. Clark had definite instructions to make accurate connection with the old survey on Snake and thence work up the Clear Water or the route mentioned. Clark obeyed his instructions to the letter, devoting over a week to the task of connecting the two surveys. The intention of the company at that time was evidently to build down Snake river and across the mountains to Montana as indicated. The necessity for the road down the Snake is more urgent now than ever, for very many reasons. The hard experience of the snow blockades of the past winter in the Blue

mountains has made the snowless route here offered one that can no longer be neglected. The rich mines in the Seven Devils districts and at other points along Snake river, together with the growing agricultural and stock raising interests of the valleys and ranges adjacent to the river, call imperiously for the means of communication and transportation which only a railroad can furnish. Northern and Southern Idaho both now feel, more than ever before, a strong and growing need of this short, direct section of road which will afford them the means of rapid and unobstructed communication at all times and in all seasons. Should it happen from any cause that the Union Pacific fails to respond to the evident necessities of the situation and declines to build this connecting link, there is nothing to prevent its being built by other agencies. Lewiston and Boise, with the intermediate towns, agricultural districts and mining camps, have important interests enough at stake to warrant the undertaking and insure the success of the enterprise; and the road once built, its importance and many advantages would compel its adoption as an essential part of the railroad system of Idaho, Oregon and Washington.

At last definite news has been published with regard to the tin mines at Temescal, San Bernardino county, Cal. In a recent issue of the *American Artisan* appears the following: The Temescal Tin District, limited, has been registered in London, with a capital of £350,000 in 348,000 ordinary shares of £1 and 200 founders' shares of £10 each, to acquire for any interest therein, and to explore, work and turn to account in tin, gold, silver, copper, or other mines, mining and other rights, and other land and property in California and elsewhere, and in particular to acquire the mineral and the mining and the water rights of the San Jacinto estate, situate in San Bernardino county, Southern California, and for that purpose to carry into effect a contract purporting to be made between the San Jacinto Tin Company of California and the Temescal Tin District, limited.

Near Fort Spokane, some twenty-five miles down the river from Spokane Falls, an extensive bed of glass sand has been discovered. It is a peculiar formation, entirely unlike ordinary loose sand, and it is so compact that it must be crushed by machinery before it can be used. Samples sent east have been found to produce the best of glass. It is as white as salt, which it resembles in appearance. Used instead of common sand in mortar for inside finishing work it makes a beautiful wall at an expense hardly exceeding one-third that of the ordinary finishing coat. In the vicinity of this sand bed there is fine marble and a superior quality of potter's clay. Steps are being taken for the organization of a company in Spokane Falls for the purchase and development of these minerals.

The Oregon Railroad Company has been incorporated to build a railroad from Portland, on the east side of the Willamette, via Silverton, Springfield and the middle fork of the Willamette to the California line. This corporation is one of the steps taken by C. P. Huntington to extend the east side narrow gauge—after widening it—to transcontinental connections across Southeastern Oregon. Provision is also made for extending the west side narrow gauge, Yaquina bay being the probable objective point.

The Canadian Pacific Railway Company has let contracts for the construction of its branch line through the Kootenai country, British Columbia, to the American boundary, and it is announced that the contracts for the extension to Spokane Falls are in course of preparation. The line will be built this year.

BY OUR CONTRIBUTORS



IN THE MORNING.

MISS MAY'S COUSIN—What is the matter with your face, May?

MISS MAY (on whom Mr. G. had called the evening before)—Oh, Mr. George was too busy to get shaved yesterday.

The daughter of a physician was asked to accept his company home by a young dude who had seen her father called out by a messenger boy. She smiled sweetly and said: "Oh, papa knew that he was going to be called out, and he said he would be waiting for me at the steps."

YOUNG M. D. (to first patient)—Put out your tongue, please. Great heavens, man, you would have been dead very soon if you had not called me!

PATIENT—Don't be alarmed. I've just been chewing licorice drops for my cold.

The Arab's motto—Up and Be-dou-in'.

HE FELT SO.

"Your lips are like straw hats," said he
Whose love had told him she well knew
That kissing was a frightful sin,
And something she would never do.
"Now how, dear Charles," the maid replied,
With blushing cheek and drooping head,
"How can my lips be like straw hats?"
"Because they're never felt," he said.

HERBERT BASHFORD.

I knew a maiden once, so fair,
So light of heart, so debonair,
She seemed to tread on paths of air,
So blythe was she.

Within her deeply shaded eyes
I saw the tint of midnight skies,
While o'er her head were golden dyes
That on the sea

By sinking sun are shed. Her lips
Were of the hue the blush-rose sips
From out the dew. E'en to the tips
Of her small hand

She seemed a queen, Titania fair,
The ruler of the kingdom where,
'Neath flow'r and leaf and maiden hair
She waves her wand.

One day, by gracious smile made bold,
I seized her dainty hand, and told
The story ever new, yet old,
Of love so true.

Her fairy head she turned aside,
And, sweet as dove at eventide
Cooes to her mate, she softly sighed
"I love you, too;

JOHNNIE—I've put the cat in the closet
to catch the mice, and now I want a light.

MOTHER—What in the world do you
want with a light?

JOHNNIE—To put in the closet so the cat
can see.

"Have your own way." What could I do
But what I did? And so will you
When Love shall pierce with arrow thro'
Your heart some day.

* * * * *
Ten weary years have found their grave
And still I see Titania wave
Her wand; but ne'er do I, her slave,
Have my own way.

HARRY L. WELLS.

A Portland lady who is accustomed to saying "colored people" when some of that race are present and "negroes" when they are not, was asked by her little three-year-old when they passed a gentleman of dusky hue: "Mamma, is that one a negro or a coll'd man?"



A Washington paper recently told of a gentleman's death and then startled its readers by saying that his wife is now a widow.

JIMMY (who has just returned from a party)—Oh, mamma, I do wish I'd worn my overcoat.

MAMMA—Why, dear?

JIMMY—Because I could have eaten a great deal more ice cream.

GRIZZLY (to landlady)—I am pleased to say, Mrs. Spinx, that in one respect, at least, your table is as good as "The Portland."

MRS. SPINX (with gratified smile)—In what respect?

GRIZZLY—You use the same make of wooden toothpicks.



THE CITY OF FAIRHAVEN.

The two towns on Bellingham bay known by the names of Bellingham and Fairhaven, the former being the older but now the smaller of the two, are joining in measures for a single incorporation under the name of Fairhaven. The two towns lie on the east side of the bay adjoining each other and Bellingham is the farther north. The population of the combined cities is about 3,000. Their interests are identical and will be best served under one incorporation. Of the towns on Bellingham bay that have attracted attention since that country was first occupied by white settlers the new town of Fairhaven starts out in the most vigorous manner and promises the best results. It is the southernmost town on the bay and occupies a position that insures it permanent prosperity and a rapid growth. Though its progress thus far has been quite remarkable it has been handicapped by reason of lacking the power and privileges of a municipal government and the new arrangement will enable it to achieve greater results by making possible public improvements of all sorts and giving it political as well as commercial importance. Its growth of a few months renders a city government essential to the proper conduct of community affairs.

The rapidity with which the tributary country is developing points strongly to the building of a large city at Fairhaven. Back over the ridge a mile or so from the bay is the settlement of Happy Valley which the fast expanding city is already encroaching upon. The fertile farms of the valley are being cut up into garden patches and planted in fruit trees, that being a more economical disposition of the land than to let it remain in large fields of hay and grain. The farmers farther from the borders of the town find the broader tillage profitable, but the demands of a city market in the way of garden produce, fruit, etc., render necessary closer cultivation than the ordinary husbandman bestows on the field crops. This disposition to provide for the home market which has developed in much less than a year shows how sharp is the demand for such adjuncts as usually gather around a city after many years of growth. While Fairhaven has a live market for produce, the adjacent country is amply able to supply it and the development of the one will keep pace with the growth of the other.

Complementing Fairhaven's matchless situation for marine commerce is a vast range of country where fertile valleys, timbered hills and mineral ledges stand ready to pour their products into the channels of trade. Iron and coal mines are already opened. There are marble and the finest of sand stone in exhaustless quantity. The timber is among the best in that region famous for its timber product—the Puget sound basin. A large part of Whatcom county bears a dense growth of the choicest fir, spruce, etc., easily accessible from Fairhaven, where mills are already in operation, and more being constructed. The agricultural lands are not surpassed in fertility, though not all are cultivated. The Fairhaven & Southern railway, already carrying a considerable volume of traffic to its seaport terminus, is rapidly extending its lines and tapping one of the richest sections on the Pacific coast.

ORCAS ISLAND, WASHINGTON.

Orcas island is one of the most important in the great Archipelago de Haro. It is probably the most varied in its scenery

of all the islands, because it is nearly cut into three parts by two long, beautiful bays, named respectively East sound and West sound. In these bays are many little islands, and along the shores are building beautiful homes. The island has a total area of about 38,400 acres, and of this about 30,000 are cultivable. One-tenth of the area of the island is already under cultivation, and the principal crop is fruit. No place in the state of Washington is better adapted to fruit raising than is Orcas island. Here are produced abundant crops of apples, pears, plums, prunes, cherries, peaches, apricots and all the small fruits. The apricots and peaches are spoken of as being especially large and delicious. All the fruit trees shine in their clean, healthy coating of bark and give promise of heavy yields this year. The Orcas Island Fruit Growers' Association is doing a world of good for that community. The members are associated for the sole purpose of encouraging and improving the culture of fruit on the island. The officers are as follows: president, James Tulloch; vice president, E. Van Gohren; corresponding secretary, Rev. S. R. S. Gray. Anyone landing on the island for the purpose of settling and entering into the fruit growing business is met by some officer or member of the association and shown around. He can easily find a convenient tract of five or ten acres of good fruit land, which will be sold to actual settlers at low rates, and in this way is Orcas island becoming a vast village of prosperous and contented fruit growers. The shipping committee examines all fruit packed by members of the association and stamps it, after which they hold themselves responsible for its quality and being first class in every particular. These men are determined that Orcas island fruit shall stand peerless in the markets of the northwest, and they are confident their orchards are capable of reaching that high place. Another valuable resource of this island is lime. There are numerous lime ledges on the island. The Seattle Lime Co., now owned by the Oregon Improvement Co., is operating two kilns at Estelle, on the east shore of the island. The Wheeler Lime Co. has a kiln at work at Harrison's landing, and Capt. Gregg at Desperate harbor, both of which properties are owned in Seattle. Bowen Bros. & Jameson have a kiln at East sound. The San Juan County Lime Co. has a capital of \$250,000, and will soon be under full headway. The Port Langdon ledge is in disuse at present and the property is to be sold. There are many other valuable ledges held by private individuals. Nearly all the government land on the island is taken up.—*Seattle Press*.

NEW ENTERPRISES FOR SPOKANE.

Two business enterprises of notable magnitude developed in Spokane Falls last week. The first one was the project of holding a large and representative industrial exposition in the city. The second was the matter of erecting a smelting plant of large capacity. Both projects are assured and active preparations for carrying out the plans of each are now under way.

While this is not the first time the idea of an industrial exposition has been in the minds of the business men of the city it is the first time steps have actually been taken looking to the inauguration of the enterprise. The presence of Mr. C. W. Robinson, who was chairman of the New York world's fair commission, suggested the propriety of moving at this time. His experience in conducting affairs of this kind together with the

probability that he would be so interested in Spokane as to enable him to take the management of a first class exposition induced the business men to take hold of the matter with the purpose in view of holding the first fair the coming fall. After careful examination by a committee appointed for that purpose a report was made favoring the immediate organization of a company and the vigorous prosecution of preparatory work for an industrial exhibit that would adequately represent the rich country tributary here. A stock company with a capitalization of \$100,000 was at once formed and the work is going forward as circumstances will permit. Spokane Falls will have an exposition this year and it will be in keeping with the vast interests centering in the city.

The Northern Pacific Reduction Company is the corporation organized to build a smelting plant at Spokane Falls. Col. Robert G. Ingersoll is president of the company, who has \$1,000,000 capital and proposes to erect a plant that will have a smelting capacity of 100 tons daily. The circular of the brokers who were interested in placing the stock sets forth, among other things, "That our location is unsurpassed and the ore resources from which we will draw our supplies are practically exhaustless. Over 7,000 miners and prospectors are at work, and there is, at present, a daily product of over 200 tons of ore from within a radius of 100 miles, most of which, from lack of a home market, is now being shipped to eastern smelters—over over 1,200 miles distant—which could be treated by us at a large profit."

It is also understood that the Grant Smelting Company, of Salt Lake City, contemplates erecting a reduction plant at Spokane Falls. The central location of the city with reference to inexhaustible mineral stores makes it a most promising location for ore-treating mills.

FISH CULTURE IN IDAHO.

From all over Southern Idaho comes information that new irrigation ditches are being made. A large canal is being constructed in Bingham county, the water being taken out of Snake river above Eagle rock; one still larger in Bear Lake, the head of which is at the lake after which the county was named. In Elmore, Cassia, Owyhee and Ada the same line of work is being either laid out or pursued. As time passes there will be more of this. Each year will bring with it new schemes as long as there shall be any land in the southern counties of Idaho that may be made productive and water can be procured with which to irrigate it. The result will be that the streams will be denuded of fish. The small fish, from half an inch to five inches in length, will naturally run into the canals to be out of the way of large ones, thence they will pass out of the gates to the laterals, where, the earth absorbing the water, they will be left upon the ground to perish by millions. This will not be confined to bait fish, but if it were it would deprive the larger ones, such as salmon trout, of their accustomed food, so they would no longer be found in the streams. Thousands of small fish might have been seen last fall in a little stream running on the west side of Sixth street, taken out of the Walling ditch near the bridge, and millions must perish whenever the water is shut off. They may then be seen in the low places along the line of the canal, where, in a few days, the action of the sun and the process of leaching leaves them high and dry to perish. Whoever has the land and water suitable for such purpose, and will construct private fish ponds on the sides of mountains, stock them with fish and take care of them, will reap a rich reward. The product will be far more valuable than any crop that can be raised from the same area of land. Fish culture is carried on to a great extent in the east and in

Colorado and gives great profits to those who pursue the avocation with care and a fair application of common sense. It will not be long before a large number of persons will be engaged in this business hereabouts. A good market could be found now, but five years hence, by the time the fish have attained good size, such market would be much better.—*Boise Statesman*.

Speaking of a system of railroads projected in Western Washington by Frank C. Ross, the *Tacoma News* says:

The Tacoma & Lake City railway is the first step. The line has already been built and will soon be in operation. Mr. Ross is now making an extension to Olympia, and already one mile and a half of the line had been graded. The next step will be the building of a line through the north end to Point Defiance, thence across the narrows to Gig harbor, thence northwest to Sidney, on Port Orchard bay, the site of the United States navy yard, thence northwesterly to the town of Seabeck, on Hood's canal, and onward in a northerly direction along the Toandos peninsula, through Jefferson county to Port Townsend. About fifteen miles south of the port of entry the road will branch off to Port Angeles. The length of this northern extension of the Tacoma & Lake City road will be about ninety miles. The country through which the line will pass is very rich and comparatively level. The principal difficulty to overcome will be the crossing of the narrows, at Hood's canal. This will be effected by ferries such as are used between San Francisco and Oakland. Surveyors have already commenced running a preliminary line in order to estimate the cost of constructing the road. Such an enterprise is attended with considerable outlay, and the various towns which the road will pass through or near will be called upon to give subsidies for the benefits they thus receive. As soon as the details are satisfactorily arranged a large force of men will be put to work grading. Mr. Ross confidently expects to see trains running between Tacoma and Port Angeles and Port Townsend in eighteen months. The soil all along the line is most productive, and the district is destined to be one of the richest, agriculturally, in the state. There are also millions of feet of the finest timber, which will be utilized as soon as the road is built. Mr. Ross estimates that the construction of the road and its equipment will cost fully \$15,000 per mile, as the company intends making it a durable one in every respect.

The outlook for the coming season in Alaska is such as to give general confidence and encouragement to those who are familiar with the history of mining in this far-off section of the domain of the United States. During the past year there have been no discoveries made to occasion any great excitement, but enough good claims have been located to convince the most skeptical that Alaska is one of the most extensive mineral sections in existence and the development of which is as yet in its infancy. While we cannot boast of any fabulously rich veins, we can boast of immense belts of low grade ore, which, owing to their accessibility and convenience of working, make them more valuable than high grade ore located so that it requires an immense outlay to place the necessary machinery thereon for working purposes. Nearly every ledge thus far discovered lies either directly along one of the numerous ship channels or within a few miles thereof, which alone is an important feature to those desirous of investing in mining properties. Experience has taught capitalists to exercise the strictest intelligence in making purchases, and on this ground it is to be hoped that Alaska will reap a benefit in that direction.—*Juneau Mining Record*.

Contracts for the construction of the Fairhaven & Southern railway between Fairhaven and Blaine have been let within the past few days and work will be commenced at once. This is very welcome news to Fairhaven and all her friends, as it means direct communication with the east via the transcontinental line of the Canadian Pacific. The work will give employment to thousands of men, and with other portions of the road now under way, the prospect for a big summer's work is good. On the line of the road now leading from Sedro to the mining country a large force is at work, and already the road-bed is completed for a distance of over six miles. The locating party of engineers is at work on the Skagit river, about the mouth of the Sauk, and is making good headway. The company also has a force of men at work on the Seattle branch, twenty miles south of Sedro. At New Westminster, on the south side of the Fraser river, the contractor is working hard to complete the docks for the reception of the steel rails that are expected to arrive from England early in May. Upon the arrival of the rails the work of track laying will be pushed and as large a force as practicable will be put on the work, which, it is expected, will be completed between Fairhaven and New Westminster inside of four months.

The *Mountain Home Mail* has the following: There has been a story handed down from the first travelers that passed over the old overland road that runs down the Snake, that there was coal to be found on the south side of the river not far from Glenn's Ferry. The story is that these first overland travelers discovered the coal and made use of it for blacksmithing. But the location of this coal bed has long since been lost track of. Several parties from the Ferry started out a few days ago to prospect for the lost treasure, and their search was rewarded in finding a vein of coal, though whether it is the old vein or not is not known. The discovery is about a mile above Snake river and about ten miles above Glenn's Ferry. The parties did not have time to drift in far on the croppings to find out the extent of the vein, but prospected enough to satisfy themselves that they had coal. They brought back several fine looking samples. They will return and open up the bank at once. The discovery is only about three miles from the railroad, and if the quantity is as great as the discoverers believe, it will be a big thing for Glenn's Ferry and fortunes for the locators, who are Hardy Dail, Martin King, John Fisher, E. J. Sullivan and Evan Williams.

The Germania mine, located about a mile west of Missoula gulch, is now showing up some of the richest ore in the camp. The main shaft is 150 feet deep, from the bottom of which levels have been driven both east and west. The east drift is in more than 100 feet, and the west level is now in about 92 feet. In the breast of the east level the vein is nine feet wide, six feet of which comprises the pay streak. This ore is separated into two classes, first and second, the former averaging 212 ounces silver per ton, and the latter ninety-two ounces. All the first class ore is sacked and shipped, and the second class is hauled away loose. The ore is certainly very rich, even the second class showing wire silver, sulphurets and native silver. Hardly a piece of the second class ore can be broken that does not show bunches of wire silver. The vein of the Germania is supposed to be the same as that on which the famous Blue Bird is located, it being on a direct line west.—*Butte Miner*.

The members of the Market Street Baptist church society, who have for some time been considering the erection of a new church building, have finally decided to erect on the lot on

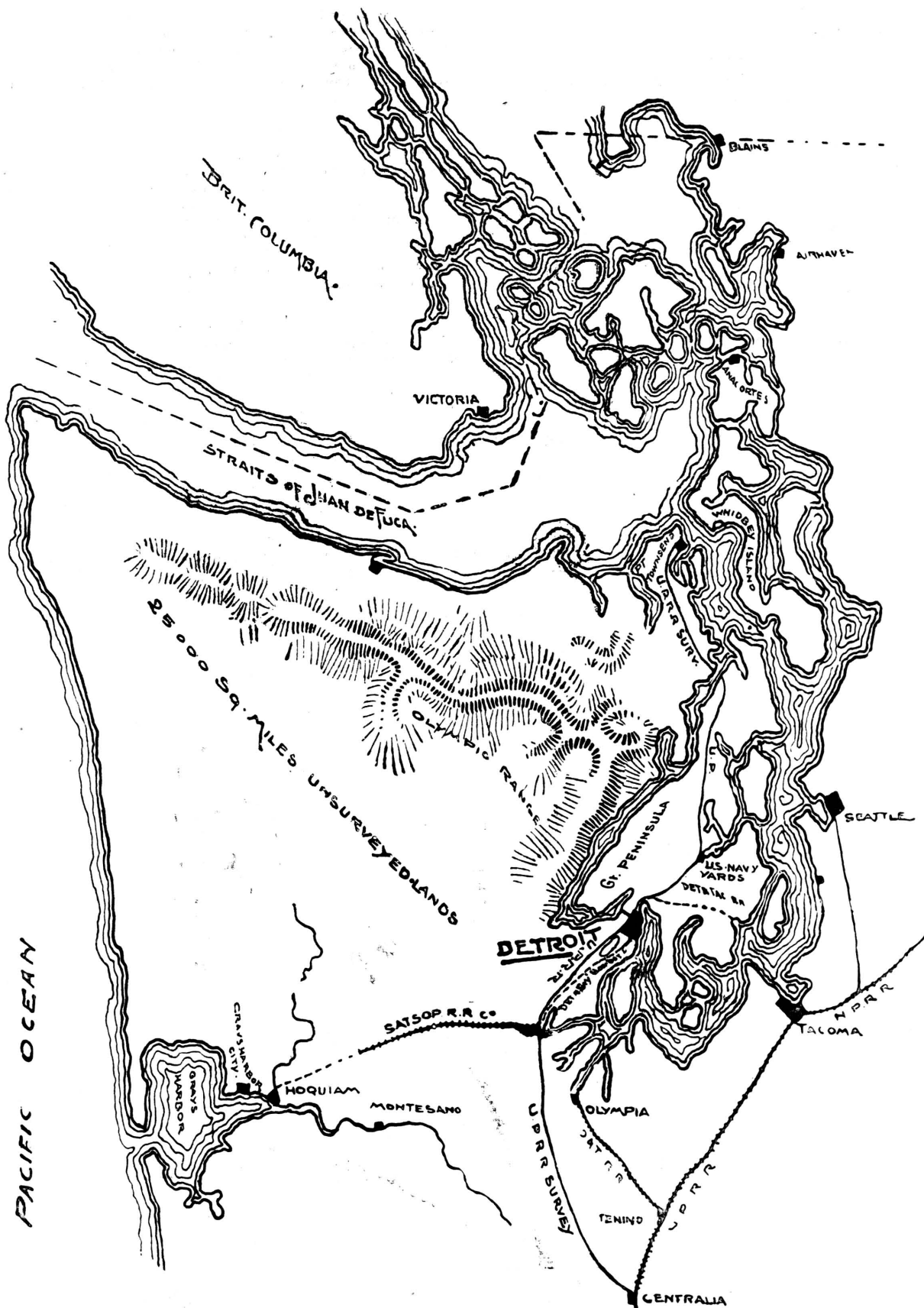
which the present church edifice stands a \$40,000 structure. The following committee on raising funds has been appointed: J. S. Edwards, chairman, D. C. Brawley, A. E. Braymer, Dr. Walsh, James Weed and G. E. M. Pratt. This committee has raised in one day the sum of \$20,000 for the building fund and further contributions are now being received, all conditioned on the full amount of \$40,000 being raised. The Market Street Baptist church is one of the youngest church societies in the city but in its short life it has made wonderful progress numerically and financially. Since the arrival of Rev. I. W. Reed last fall the church building has been far too small for the congregation, and at the present time a more commodious building is a necessity. The site is more commanding and the new church when erected will be one of the most prepossessing church edifices in the city.—*Seattle Post-Intelligencer*.

The people of Shoshone have apparently aroused from their apathy and are preparing for active work to build up their town. A board of trade has been organized, a number of strong committees appointed and a programme laid out for advancing public improvements, and steps taken towards securing capital for the construction of large canal enterprises, for securing a bridge across Snake river, near Shoshone Falls, in order to draw the traffic south of Snake river to this point; to prepare and distribute illustrated circular, etc., showing the location of government lands open to settlement, and to furnish immigrants with guides to locate upon these lands; also to show capital where it can find safe and profitable investments. Among other enterprises suggested as being desirable to Shoshone is a banking institution, a lumber yard, planing mill and fence factory, a harness and saddlery shop, a creamery and cheese factory for supplying mining camps and the inter-mountain country, a feeding and slaughtering company for the purpose of fattening sheep and swine on a large scale and shipping the meat products to Montana and Idaho points, a wholesale nursery and tree-growing enterprise.—*Shoshone Journal*.

In Northern Montana, about four miles north of Craig, says the *Great Falls Tribune*, a vein of coal has been discovered which will add to the importance of that place. A strong company has been organized and miners are at work developing the mine. The vein is over four feet thick and seems to be a continuation of the strata which is worked on the Dearborn. The coal is of the very best quality. A tunnel has been driven about twenty-five feet into the vein and the quality improves as the tunnel advances. The men who made this discovery have a fortune in sight. Mr. B. F. Stickney has made several discoveries of silver-lead and gold in the mountains south of Craig. He has several men at work developing the prospects and has something good in sight. Assays of some of the mineral have given as high as \$75 per ton.

Articles of incorporation of the Seattle National Bank Building Company have been filed by William R. Ballard, Luther M. Griffith, George R. Carter, Fred Ward, Aaron A. Foote and George W. E. Griffith. The object of the incorporation is to erect the new Seattle National bank building, corner Yesler avenue and South Second street. The capital stock is \$500,000, divided into 5,000 shares of \$100 each. The trustees of the company are the incorporators and Benjamin A. Ambler.

The Silver Creek mine, Bayhorse mining district, has been sold by E. E. Dunphy, of Bayhorse, to Geo. Newbauer and Erhart Gramp, of the same place, for the sum of \$100,000, the deed having been made and recorded on the 8th inst.



MAP OF THE PUGET SOUND COUNTRY, WASHINGTON.

Nowadays, everything goes.
Yes; even Chicagoes.—*Puck*

"Papa, is it proper to call an actor an artist?"
"Certainly, if he draw well."—*Plunder*.

The trouble is that people are too much heart before marriage, and too much head after.—*Atchison Globe*.

The oranges of New Jersey are in the habit of keeping themselves mighty green on the seventeenth of March.—*Judge*.

ANALOGY.

The elevator makes us think
Of "penny-dreadful" glories;
Because it turns a flat into
Continued stories.—*Lippincott's*.

THE SAME OLD REASON.

FUNNYBOY—I hear Chief Justice Fuller isn't going to wear his moustache any longer.

QUISBY—Succumbed to the Bench's smooth-faced usage, has he?

FUNNYBOY—No. He says it is long enough now.—*Light*.

On the preceding page is given a map of the Puget sound country, showing the location of the city of D-trait, now so rapidly coming to the front. Property in Detroit can be obtained for a short time only at the prevailing prices. Clune, Rees & Co., agents, Portland, Or. Office in "The Portland."

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The natural gas find at Astoria causes no small excitement. The era of prosperity that followed the discovery of gas in the states bordering the great lakes bids fair to be duplicated in Oregon's seaport city. This new development, and the commencement of work on railroad, motor and cable lines, caused a renewed activity in real estate. Prominent railroad officials who know what is to be done in railroad building are investing largely at Astoria. A call at the offices of the Oregon Land Company, in the Hotel Portland, reveals a remarkable interest on the part of the general public in this section. This concern has sold large quantities of Astoria, and those who bought a few months since have doubled their money. The prospects are just as good for those who invest now.

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"Is that young man gone, Matilda?"
cried her father from the top of the stairs.

"Oh, awfully," returned Matilda.

—*Puck*.

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WHIPPER—Have you noticed how much a great many Italians look like Irishmen?
SNAPPER—Yes; they are getting Americanized.—*Puck*.

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 Is anything but shrew'd.

—Munsey's Weekly.

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 Commencing April 16, the Union Pacific, "The Overland Route," will run a furnished Pullman Colonist Car from Portland to St. Paul, without change, leaving Portland every Wednesday at 9:00 p. m., arriving St. Paul following Sunday.

This car will be fitted up with mattresses, pillows, bedding, curtains and toilet appliances, leaving nothing to be furnished by the passengers, and will be in charge of a uniformed porter.

Berths can be secured at the very low rate of \$3.00 for an upper or lower double berth from Portland to St. Paul.

Passengers holding tourist, first-class or second-class tickets will be carried in this car.

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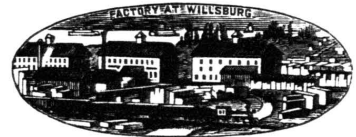
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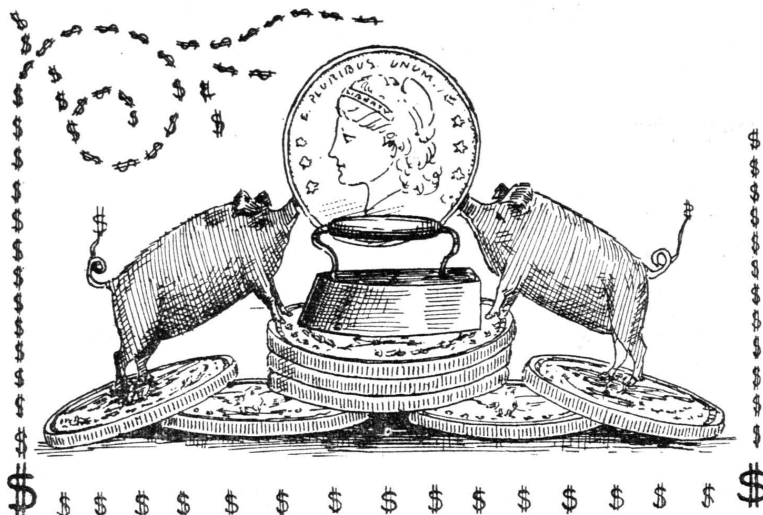
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