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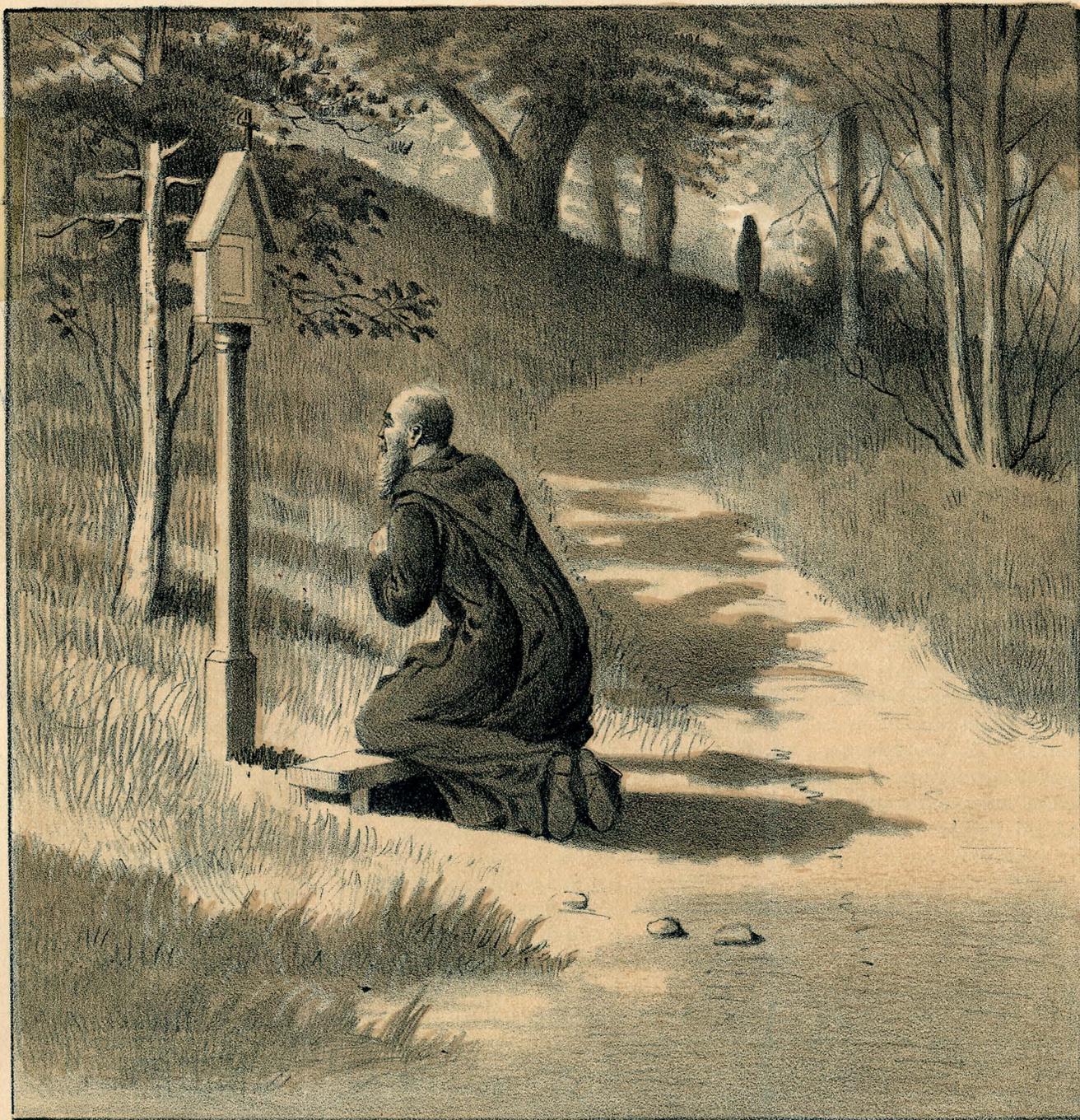
West Shore

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THE OREGON MONASTERY---Way Station on the road to the Cross---See Page 491.

West Shore

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

Saturday, April 19, 1890.

WHEN the location of the site for the chamber of commerce building was under discussion, no one seems to have given a thought to the question of whether the building would be within or without the fire limits. Portland has a splendid fire department, perfectly equipped, thoroughly organized and disciplined and splendidly handled when called into action. Last year the fire record was the best in the United States, the total loss being but \$37,730.23, though there were 127 alarms. Gratifying as this is, it is not sufficient that the city be well equipped to extinguish fires, but precautions against their occurrence should also be taken. One of the first things to be done is to extend the limits of the fire district, within which no wooden structure will be permitted to be erected. The present fire limits cover a ridiculously narrow strip, extending from Madison to Ash from the east side of Fourth street to the river and from Ash to G from the east side of Second to the river. All west of Fourth street between Madison and Ash, and all west of Second between Ash and G are outside the fire limits. The court house, post office, new hotel, Marquam opera house, the new Perkins hotel, the Merchant hotel, and many of the new brick blocks contemplated, lie beyond this line that marks the boundaries of new frame buildings. Portland should follow the example of other progressive cities in this matter and extend the fire limits. It is urged that if compelled to build of brick many property owners could not afford to improve their property; but the best answer to this is that, within certain limits, it is not for the best interests of the city that property should be "improved" by the erection of cheap and combustible frame structures. Our business streets within the fire limits are a sufficiently terrible example to serve as a warning. Business is pushing westward, and the city council

should take the necessary steps to make it certain that this new business area shall contain blocks of brick and stone and not wooden sheds.

Any person owning real estate in the city of Portland will do well to hold it, and any one with a few hundred or a few thousand dollars at command will also do well to buy property in this city. It is a conservative estimate that nearly all property will double in value the next five years. The reason for this is plain and simple. Portland already has the three greatest transcontinental railroads running into the city over their own tracks, besides being the center of the greatest system of local roads on the Pacific coast, and has, also, the promise of a greater number of new lines in the immediate future than any other city. Railroads make cities of business and substantial wealth, while booming makes mushroom towns. Any industrious mechanic who comes to Portland and invests the little he can save from his earnings in real estate, will be able in a few years to give his tin dinner-pail away and do without it.

It is evident that a large appropriation will be asked for by southern members of congress to rebuild the broken levees of the Mississippi and protect the vast fertile areas along that great highway from the annual floods. That it is necessary can not be disputed and that it ought to be done at government expense is admitted by all who recognize the fact that the general government is interested in the prosperity of the whole country. Here is an opportunity for the Pacific coast members to strengthen their hands in congress by pooling issues with the southern members, so that together they may secure the appropriations that singly neither might be able to obtain.

The telegraph bill passed by the Washington legislature has become a law by being filed with the secretary of state. Under its provisions the Pacific Postal Company will at once extend its lines into Eastern Washington and give that region the benefit of competing systems now enjoyed by Western Washington and Oregon. During the blockades last winter the value of this system was fully demonstrated, as without it business would have suffered more than it did.

The Northern Pacific will be the first great railroad to reach Gray's harbor. It has purchased the line running from Kamilche, on Puget sound, to Montesano, and will extend it down the Chehalis to the harbor. Hunt's line from Centralia, to be connected with his other system at Portland, will be the next, and the Union Pacific will probably be the third. Gray's harbor is on the eve of great things.

The Columbia river fares better at the hands of congress this year than ever before, and the appropriations in the river and harbor bill are sufficiently large—if not cut down before the bill finally passes—to ensure much progress on the work at the mouth of the river and at the cascades. This is chiefly the result of the indefatigable efforts of Mr. Hermann, whose place on the committee gave him an opportunity that he improved to the utmost. In the bill as reported there is no provision for a ship railway at the dalles, as it was feared that an effort to secure an appropriation for work in the regular bill would jeopardize the others and all would fall to the ground together. This project will now be pushed as a distinct measure on a bill introduced into the senate by Senator Mitchell, who is making a specialty of it, and has strong hopes of securing an appropriation sufficiently large to begin the work in earnest. Coos bay and Yaquina bay also receive liberal sums for continuance of work. There are two harbors destined to become soon of great importance that ought to be improved. These are Shoalwater bay and Gray's harbor, the only two ports on the ocean coast of Washington. The latter, especially, is entitled to the early attention of the government, since its development is progressing at a rapid rate and several railroads are being built that within two years will have terminal points upon the harbor. Shoalwater bay also has a railroad projected, and will no doubt have one actually completed before government work will have made much progress.

The 1st of May, 1890, is destined to become an eventful day in the history of labor reform both in Europe and America. In this country that has been set as the day when the eight hour system shall be put in operation by the labor unions of various trades, and in Europe it has been selected as the time when the laboring classes of the leading nations shall make a great demonstration in the chief cities of their countries. In the lead in this movement are the workmen of France, and preparations are on foot for a monster procession and meeting in Paris. The demonstration there has been forbidden by the minister of the interior, who says he will put it down with police and troops; but the leaders are equally determined and say they will have 200,000 men in their ranks, and that it will be impossible to suppress them. Bloodshed is feared there on account of the hostile position of the government. Elsewhere the demonstration will probably not be interfered with, save to keep it within proper limits. In America the movement will probably take the form of strikes and lockouts, which have already become quite numerous, and the record of 1890 may exceed that of 1888 in that respect. The movement promises to hamper Chicago in her

preparation for the great fair. Indeed, a strike of carpenters is already causing much trouble in that city. Building operations will be seriously crippled everywhere unless the demands of the unions be promptly complied with, which past experience does not lead us to expect.

One of the most serviceable institutions in Oregon is the State Board of Horticulture. Through its earnest efforts orchardists have been informed of the best manner to fight the various pests that afflict their trees and fruit, and are encouraged to be vigilant and make a desperate effort to rid themselves of all such scourges before they secure too strong a hold. The worst difficulty they encounter in their work is the ignorance and carelessness of many owners of small orchards, where pests are permitted to increase and spread out to the orchards of their more thrifty neighbors. Oregon trees are at present nearly exempt from the pests that are making such havoc in the orchards of California, and it is the aim of the board to keep them so.

As more and more of the details of Stanley's Emin Bey expedition are revealed, the more evident it becomes that the object was more to establish English supremacy in the lake region of Africa than to relieve Emin from a dangerous position. There is now a struggle for supremacy in Africa between the English, Germans, French and Portuguese. Especially the first two find their interests conflicting, and as the Germans are exceedingly active and have secured the services of Emin, the English are moved to tell bad stories about the late ruler of the equatorial provinces, which, in turn, call forth a few opinions from him about the Stanley expedition. Africa promises to be as great a bone of contention in Europe as was America.

In his report to the government, Jesse Spaulding, the government's representative on the board of directors of the Union Pacific, gives some information about Oregon, Washington and Idaho that will be of great benefit to this region. Being so full, so clear and so positive, and coming from such high authority, it will attract general attention. In his opinion Portland, Spokane Falls, Seattle and Tacoma are all destined to grow to large cities within a few years. Of Portland particularly he predicts great things before the end of another decade.

The Kentucky legislature has passed a law giving married women the control of their own wages. Evidently there are some men in that state who will now have to go to work.

When congress established a rate of one cent per pound for second class postage, the law rather loosely defined the class of publications entitled to that privilege as those issued at regular intervals, from a regular office and numbered consecutively. Publishers of cheap "libraries" have taken advantage of this, and by issuing one each week and numbering them consecutively have succeeded in getting them through the mails at one cent per pound. In this way the country has been flooded with a mass of the worst trash in the literary—so called—market, and the public taste has been most woefully demoralized. A book worth reading at all is worth being published in at least a substantial paper binding, and the difference of four or five cents in postage on it will not place it beyond the reach of anyone. Congress is now considering a bill excluding this class of publications from the second class and putting them specifically in the third class, where the rate is eight cents per pound. This is proper legislation; the extremely low rate of one cent per pound was given to the newspapers for obvious reasons, and should not be extended to books in cheap form any more than to books in a dearer form. An equally important amendment should be made to this law, one enabling newsdealers to return unsold copies to publishers at the same rate as to other dealers. As the law now stands, the great American News Company—as great a monopoly in its line as the Standard Oil Company—can supply dealers and receive back unsold copies at one cent, while the publisher himself can not receive them back at the same rate. The opportunity this gives the company to coerce publishers is improved to its fullest, and those who do not comply with the company's exorbitant terms are seriously handicapped in their efforts to supply dealers from the publication office

direct. Congress should either take this privilege away from the news company or extend it to the publishers themselves, for whose benefit the law was originally made.

In its eagerness to be known as the great organ of the sporting world, the *Chronicle* is guilty of publishing a species of local news that would speedily bring that paper into disrepute in any community not saturated with the poison of the prize fighting mania that now permeates San Francisco. In a recent issue it gave all the disgusting details, by rounds, of a bloody fight between two boys, aged sixteen and seventeen years, who fought with bare knuckles in a basement. Here is an example of the legitimate result of this prize fighting craze. Not only do the boys form "athletic clubs" and have "sparring contests," just like the men, but a leading paper dignifies them by giving a half column description of their brutal and illegal conduct. Do the people of Portland want to see such things in their midst? Do the papers of Portland want to be brought to such a low moral plane of journalism as to chronicle such things as news of public importance? This whole prize fighting business is a rot that goes from surface to core, and ought to be cut out before it has corrupted both people and press, as it has done in the Bay City.

The Ballot Reform League of Oregon has prepared the draft of a bill to be presented to the next legislature, and it has been printed in the daily press, and will be issued in circular form so that it may reach every voter in the state. It is the duty of every man to read it, consider its provisions and the effect of them, and then, if he approve it, urge it upon the attention of the legislative candidates of both parties.

PERPETUATION OF LOVE.

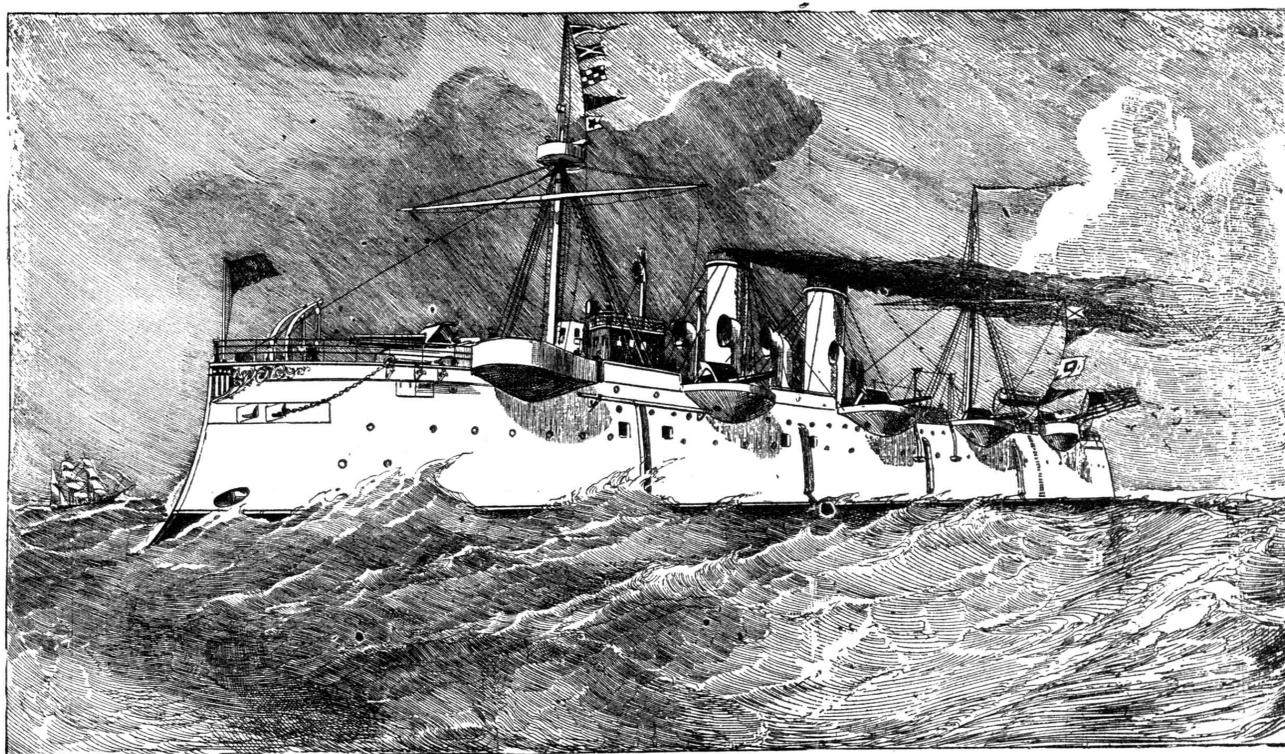
When I am dead, my love shall be a flower
 That blossoms in thy pathway, pure and white;
 A gush of bird-song, or a ray of light
 That sifts across thy darkest, saddest hour;
 A violet gemmed by some sweet summer shower;
 A dream that steals across thy longest night,
 And thrills thee with the old-time, pure delight—
 That only wakened at my tender power—
 A silver wave laughing along the sand,
 Stirring sweet memories of my vanished voice;
 A gold mist trembling from the sea to land;
 A tone or glance, recalling thy heart's choice;
 The grieving night-call of a lonely dove—
 These things shall all be rife with my lost love.

ELLA HIGGINSON.

THE U. S. CRUISER "CHARLESTON."

THE United States steam cruiser *Charleston*, built at the Union Iron Works in San Francisco, went to sea April 10 for her first regular practice cruise, for the purpose of exercising her crew and drilling them in handling the ship at sea and in practicing with her guns, and in otherwise fitting them for active service. She will probably be sent to the Chinese station and become the flagship of the squadron in those waters. She is under the command of Captain George C. Remy, with Lieutenant Commander C. C. Todd as executive officer. The *Charleston* was launched July 19, 1888, and when she left the hands

but her decks are clear fore and aft, thus giving her guns full sweep in action. Her protecting deck extends just below the water line and shelves toward the port and starboard sides of the vessel abruptly with a fall of eight feet, the idea being that shot striking will rebound upwards. Below the protecting deck are two thicknesses of steel one and one-half inches thick which protect the engines, boilers, magazines, etc., which are located in the center of the vessel. On the bridge is a conning tower of steel four inches thick, to protect the wheelman and officers. The propellers—she has twin screws—are of manganese bronze, which material permits of the blades being made very thin and much lighter than those of the ordinary iron or



THE U. S. CRUISER "CHARLESTON."

of the contractors represented a cost to the government of about \$1,020,000.

The type of vessels of which the *Charleston* is an excellent representative may be properly called American, there being nothing in foreign navies exactly like them. The only cruisers to which they bear resemblance are the *Esmeralda*, built for Chili, and the Japanese cruiser *Naniwa*, though the *Charleston* is an improvement on the first named exteriorly and on the Japanese vessel in her interior arrangements. She also surpasses, as when on her trial trip, either of these vessels in speed. She is 300 feet long; her breadth is forty-six feet; mean draft eighteen feet, and of 3,720 tons displacement. She has no poop nor forecastle,

steel propellers. In her trial trip last May the *Charleston* developed 8,000 horse power and ran at a speed of nineteen and one half knots an hour. It is probable that no other war vessel outside of a few torpedo boats has ever exceeded this rate of speed. Although unarmored, the armament of the *Charleston* is very powerful. She has two twenty-eight ton guns, denominated respectively the bow and stern chaser. Balls from these guns will penetrate a vessel of her own class when still hull down on the horizon. She would be able to keep out of range of many modern built cruisers and sink them with these powerful guns. A steel bulwark is built about the guns to protect the men operating them. In addition the vessel has three six inch

breech-loading guns on each side, two one-pound rifles for sinking torpedo boats, four Hotchkiss and two Gatling guns in the tops and a torpedo shot in the bow.

The building of this splendid war ship was the first effort to do work of that kind on the Pacific coast, and its successful accomplishment has been the means of opening the eyes of the whole country to the fact that we have here all the facilities and the mechanical skill to build the finest specimens of naval architecture that can be devised.

E. T. Y. SWETT.

THE OAKLAND DOOM-SEALERS.

SEVERAL months ago a Scandinavian named Erickson began preaching in Oakland, Cal., and soon gathered about him a coterie of adherents and religious enthusiasts who were much after the same stripe as the ubiquitous salvation army. Finally he prophesied that on the 14th of April, San Francisco would be destroyed by an earthquake and Oakland and other cities around the bay would be engulfed by a tidal wave. Absurd and scientifically impossible as this was, he made hundreds of converts, who conducted themselves in such a manner as to become a great public nuisance. At last, about a month ago, the city authorities took hold of the matter, and put an end to the public assemblages. Erickson was arrested and his mental condition inquired into, which resulted in his commitment to an asylum for the insane. It was thought that this would end the whole affair, but they were mistaken. The mantle of the prophet fell upon another, a Mrs. Woodworth, who at once assumed the post of the fallen leader.

As the fateful day approached, Mrs. Woodworth gave all persons due warning of the terrible catastrophe about to occur. She even wrote to the governor advising him to issue a proclamation and to have all prisoners and public property removed beyond the danger line. All persons were warmly urged to leave the fated cities in time to escape the threatened doom.

About a week before the date set, the credulous believers began to take their flight, some going to one place and some another, the Napa valley being the favorite retreat. Many shipped away their household effects to save them from destruction, but the majority of them were poor people, servant girls, and laboring men, chiefly Scandinavians and negroes, and had but little to save but their own skins and the clothing that covered them.

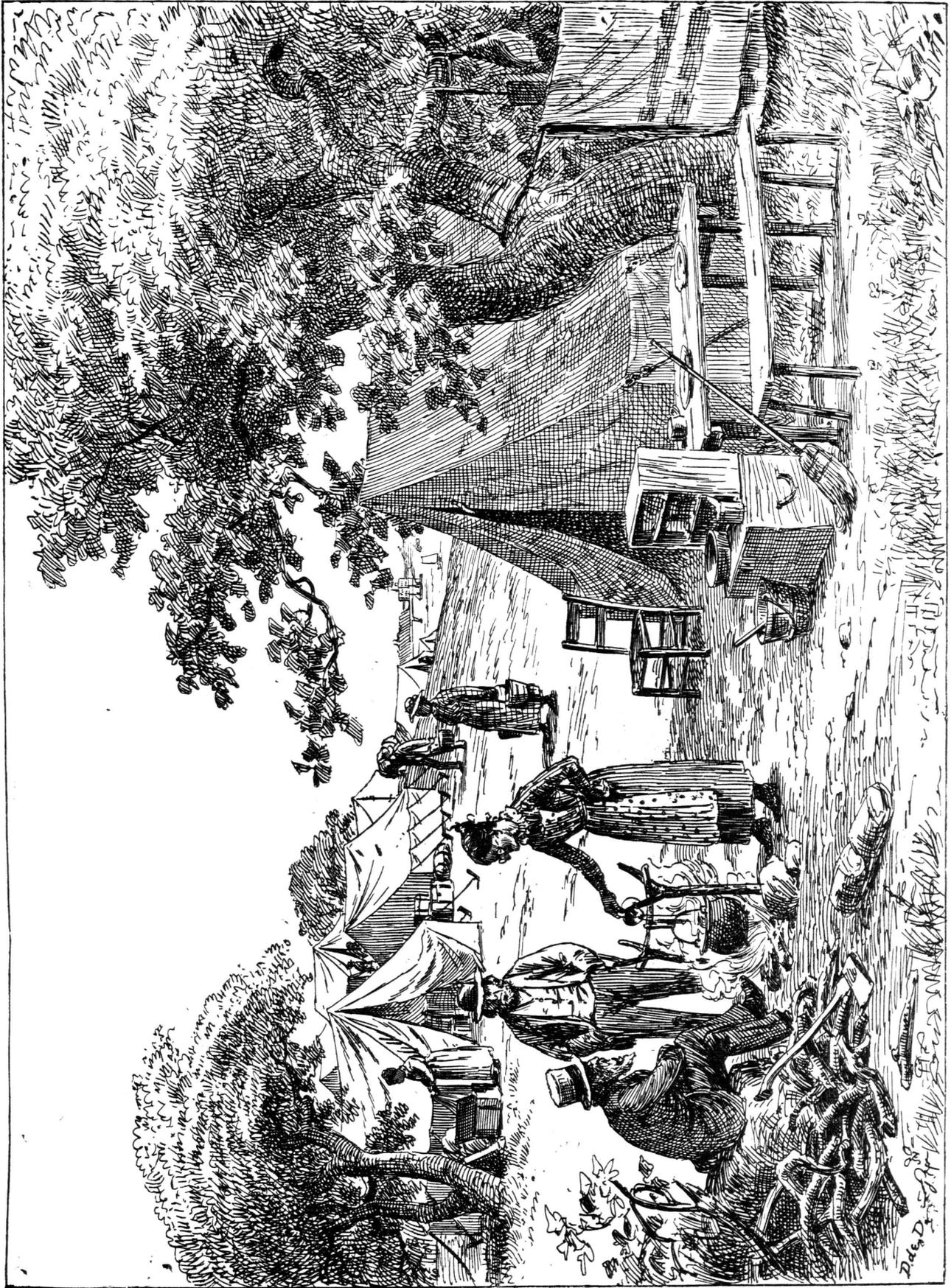
Many who were too poor to pay their passage to more distant points took to the hills back of Oakland, quite a large encampment of them being formed near the base of Grizzly peak. This camp is the one shown

in the engraving on the opposite page. While it is no doubt true that many timid people who had no grounded belief in the truth of the prophesy found it soothing to their delicate nerves to be absent from those cities on the fourteenth, there is no question that several hundred people left them with the firm conviction that the earthquake and the flood would lay them low. Those who went to Santa Rosa and St. Helena became impressed with the idea that those places, also, were possible subjects of divine wrath, and fled for safety to the higher altitudes of Howell mountain, Mount St. Helena and Taylor mountain, where they passed the day in singing and praying, some of them going into trances. At Vacaville they confined themselves to the houses they had taken temporary possession of, feeling as did the children of Israel when the destroying angel passed over Egypt, that within their own sanctified dwellings they were safe.

At the Oakland camp the scene was a novel one. All day long the fanatical doom-sealers engaged in prayer and song, their eyes intently watching and their ears strained to catch the first signs of the coming catastrophies. The day was a beautiful one, bright and warm with sunshine, and sweet with the songs of birds and the perfumes of spring. It was a fitting day for the last of earth, and its very beauty served to more strongly convince the deluded zealots that it was the last for thousands of people. Slowly the day wore to its close, and the expected calamities failed to come, and night settled down upon the various camps of doom-sealers in exactly the same peaceful way that it did twenty-four hours before.

For several days after the deluded fugitives stole silently back to the cities from which they had fled and lost themselves in the general throng, some of them entirely cured of their infatuation, but most of them convinced that God had spared the cities for a time, or that some error had been made in the calculation. As this error may have been of a month, a year, a century or a million years, it is not profitable to speculate upon it. It is not at all impossible that another date may be set by the leaders of the movement, especially since word has come from the martyred prophet now enjoying the hospitalities of the state asylum, but it is extremely doubtful if a second he-gira would number so many people or if the enthusiasm could be again raised to so high a pitch.

Not satisfied with prophesying the destruction of San Francisco and Oakland, Erickson had kindly included Chicago and Millwaukee, which were to be engulfed by the waters of Lake Michigan. Here, also, there was a failure to connect. Chicago was unquestionably saved because of the World's Fair, but just why Millwaukee was spared is a mystery that time alone can solve.



CAMP OF "DOOM-SEALERS" IN THE HILLS BACK OF OAKLAND, CAL.

2169 Davis St. N. Y. N. Y.

A SPOKANE BUSINESS BLOCK.

A SAMPLE of the business blocks of the new Spokane Falls is the one shown in this week's paper. There is no city in the northwest that has finer business houses than are here shown. This block is situated on the south side of Riverside avenue, between Stevens and Washington streets, in the business center of the city. The Granite has ninety feet front on Riverside and eighty-three feet on Washington street, and is five stories high, six with tower. It was built by I. S. Kaufman and H. L. Tilton, and cost \$140,000. The material is granite from the Little Spokane river, several miles north of Spokane Falls. The first floor is occupied by stores, and the upper floors by offices. The building has an elevator and has every modern convenience. It is an ornament to the town.

Next to the Granite, with a frontage of sixty feet on Riverside, is the postoffice building, a five-story brick structure owned by Messrs. Tilton and Kaufman, and costing more than \$50,000. The postoffice occupies the first floor, and above that are offices.

The Tull building is owned by F. M. Tull. It is 100 feet on Riverside and 150 feet on Stevens. It is five stories high, built of brick, and cost about \$100,000. Stores are on the first floor, and the upper floors are divided into offices.

KETTLE FALLS OF THE COLUMBIA.

KETTLE FALLS is the name of the only distinct water falls in the main channel of the Columbia river. They completely prevent the safe passage of boats at all seasons of the year. They are on the Upper Columbia nearly a score of miles south of the international boundary. The vast volume of water pours over great rocks jutting out from the shores and lying across the bed of the stream. The Upper fall, a view of which is presented on the last page, is about twenty feet of vertical distance. Two or three hundred feet below that is a second fall which is more in the nature of rapids because of the huge broken rocks among which the water flows.

The great volume of water in the Columbia makes Kettle falls one of the most powerful water powers in the country. No reliable estimate of its power has ever been made. The falls of Kettle river, a tributary of the Columbia joining it near Kettle falls, are often confounded with those of the greater stream because of the similarity of name. Kettle river falls are in British Columbia; Kettle falls of the Columbia are in the United States, and constitute one of the rare bits of scenery in which the Columbia excels many other streams on the American continent.

REMINISCENCE.

No need to tell me that the skies are fair,
That Sylvia wantons in her tend'rest mood
Thro' shad'wy ways, on sunny banks, in rare,
Sweet nooks deep hidden in the wood;
For, ever as the springtide comes again
And summ'ry days efface a winter's wrong,
My heart leaps gladly to the sweet refrain,
Still fresh in mem'ry, of the brooklet's song.

I see the eddies and the whirls within
Its limpid space, and note how dear
Are quiet pools to ev'ry little fin,
Disporting in the liquid pure and clear;
See timid birds approach the water's brink
To lave with flutt'ring wing in nature's bath;
The thirsting kine come leisurely to drink
And crop the tender gowan beside the path.

I know the way that leads by rock and wood,
In vagrant paths, to where the brooklet's tide
Is wedded to the river's royal flood—
Sweet Flora haunts the virgin banks beside.
The violets are whisp'ring of their loves,
With blue eyes glowing 'neath their quaint, green hoods.
The far, faint cooing of the gentle doves
Finds us in sympathy with tender moods.

Fair life springs ev'rywhere from erstwhile graves;
The barren clod is moved to fruitful zeal;
No germ so humble but that nature saves
To some sweet mission for her future weal.
In spring's glad hope the human heart may share;
Its buds of tenderness may bloom again.
The dull, dead clods of sorrow and despair,
Perchance, the germs of love and joy contain.

Attune the heart to nature's symphonies!
The laws immutable which sway us all,
Whose tones e'er swelling in vast harmonies
The eternal spheres in majesty enthrall.
Throughout all time these cosmic tongues shall speak
Of constant good, in unity of soul;
Unfailing powers—the weakest ne'er too weak,
The atom ever equal to the whole.

Can blossom say to bud, Thou lesser thing!
Or sunshine doubt the potency of rain;
Or autumn's ripeness scorn the callow spring,
When, following each the other comes again?
In facts ubiquitous the powers attest
The wondrous ties between the warp and woof
Of kindred purpose in the single quest—
Progression's sequel in perfection's proof.

Laura A. Treat.

The Union College has been incorporated at Union, Oregon, to be under the auspices of the Presbyterian denomination. A building to cost \$15,000 will soon be erected.

President Oakes, of the Northern Pacific, has stated that the company will build an hotel, to cost \$400,000, in Tacoma. He expects a site for this purpose will be donated the company in the heart of the city.

Quill Points.

The most striking things of the year will doubtless be the labor unions.

The eight hour strike has already been running two weeks. There seems to be a mistake in the time somewhere.

Our congressmen are preparing a silvery lining to the financial cloud that hangs over the heads of western producers.

In the death of Samuel J. Randall the democratic party has lost one of its most able, though, unfortunately, of late years, not one of its most influential leaders.

Ballot reform is a necessary thing, and every man who believes in pure politics will work for it; but the scandalous bribery at the recent primary elections in Portland shows that it is the voter himself who stands the most in need of reformation.

The first real battle ground between sectarianism and the American common school system has been chosen, and Wisconsin is called upon by every true American, be he of native or foreign birth, to be true to the fundamental principles of our great republic.

Every true American will hail with joy the new Republic of Central America, formed by Nicaragua, Guatemala, Honduras, San Salvador and Costa Rica, five independent republics that have joined in a union as one nation, similar to the union formed by our own sovereign states.

A page editorial in the San Francisco *Argonaut* of April 7 is the rankest piece of "weing" and "ouring" that ever fell under Quill's notice. It passes beyond the ridiculous and becomes unconscious burlesque. The head of a man who could write such stuff in dead earnest would squeeze a bushel basket out of shape.

Emboldened by the success of Senator Blair in talking his educational bill to death, Senator Evarts started in on the Montana question after every one else had finished, and so loaded it down with his multi-jointed sentences that it was necessary to dig it out before a vote could be taken. The country pays a good round sum every year for useless talk.

English courts have the reputation of giving queer whitewashing decisions where necessary to protect the

reputation of officials and others identified with the government; but when, as in the case of Chaplain White, the judge blandly announces that he believes both stories of two people who swear directly opposite to each other, and dismisses the entire case, we are compelled to stand in silent admiration.

The Mormon elders advise the saints in Utah to kill two birds with one stone. To prevent their fortunes from wasting away and to advance the kingdom of God are the birds, and to put their property into the hands of the elders is the stone. But the saints are fearful that they would be one of the defunct birds themselves, and that when they needed their fortunes again for bread the elders would give them another kind of stone.

There is a difference of opinion between C. P. Huntington and Creed Haymond as to whether the Southern Pacific dabbled in politics financially when Stanford was elected to the United States senate. Creed says not, but the public will be inclined to believe Mr. Huntington, who, as vice-president and manager of the company, was in an excellent position to know a little about it. Huntington has taken a cue from the Presbyterians and will change his Creed for some other man to stand at the head of his law department.

Those people who think the school book question has any peculiarity here not to be found elsewhere, are invited to consider the following paragraph from the *Burlington Hawkeye*:

There's nothing like having plenty of legislation. If anything goes wrong, introduce a bill. For fear something may go wrong in this imperfect world, introduce a bill anyhow. Senator Finn says that the committee on schools have before them bills of state uniformity, district uniformity, county uniformity and township uniformity, and the only bill unprovided for is family uniformity, and he anticipates such a bill early in the week.

Schweinfurth, the pretended Christ, of Rockford, Illinois, says that his adherents are increasing in numbers rapidly. That is to be expected. No sham is so absurd nor doctrine so inhuman or unreasonable but it will receive the honest and zealous adherence of thousands. The religious instinct in humanity is deeply seated and various in its manifestations. It must not, however, be argued that the rapid spread or tenacious hold of a religion is any evidence of its divine origin, else would we have a score of divinely ordained religions mutually incompatible and neutralizing.

Forgnette.

We have heard the great Levy—now the query, have our expectations been fulfilled? Scarcely, nor has it been to our advantage or profit; our musical education or taste has gained but little thereby. In the first place, the programme was, to say the least, of the lightest possible character, two or three numbers excepted. It is time that musical performers and conductors should realize the fact that Portland has a large number of people who not alone love music, but are cultured to that extent that the best compositions are understood and appreciated by them. The fact that an artist bears a great name is not sufficient, whether he plays the "Boulangier March" or Roff's "Cavatina." We do not want programmes made up of numbers that ordinarily serve as encores. No local talent of ability would have presumed to have offered the public any such programme as was given by the Levy Concert Company. The fact that there are people capable of enjoying and comprehending music of a higher order was demonstrated by the large attendance at the exposition in this city last year on Libratti's classic nights. As a special feature of the exposition those nights drew more people than any other attraction offered. The result speaks for itself. Mr. Levy's first number was the best selection on the programme; his execution of that beautiful number was exquisite. Unfortunately a piano accompaniment is not adequate to the demands of the volume required by Rossini's "Leflamatus," consequently much of the beauty of it was lost. Mr. Levy's notes are as brilliant and scintillating as the diamonds that adorned his shirt front, watch guard, hands and cuffs. "Down upon the Swanee River" was beautifully rendered; as much, however, can not be said of "Killarney," the way in which he held the last note of that song being simply torture. A feat of that kind is no more indicative of great musical ability than power to reach high C is indicative of a great tenor. With Mr. Levy it is but a matter of endurance, which quality a majority of his audience did not hold in common with him. Those who did not laugh at the ridiculous side of it squirmed under the infliction. Mr. Levy's executive ability is too great to admit of his descending to such tricks for applause. He gets the applause at the expense of the art he is supposed to represent. Mr. Shonert has no sympathy with the numbers he played. He mars good technique by faulty accentuation. The duets of Mrs. Stella Levy and Mr. Larin were not pleasing. They were correctly sung, but their voices neither blended nor harmonized. The lady has some good notes in her voice, but her singing is not attractive; her voice is a medium soprano. Mr. Larin, the

tenor, has a full and rich vocal organ of excellent timbre. His singing of "Tell Her I Love Her So" was one of the brightest and sweetest things of the evening.

The "little nonsense now and then" held the boards of the Marquam by Hanlon's "Fantasma," but it was nonsense of the most delightful and attractive order. From beginning to end the unexpected and beautiful held high carnival. A resume of the entire performance is well nigh impossible, so many attractive features succeed each other, each of them worthy of lengthy notice. The mechanical effects are admirable, and some of them wonderful. One of the cleverest tricks is the disappearance of each article that Pico puts on of the misfit suit of clothes. Mr. Louis Pizzarelle, as Pico, is admirable. His gymnastics with "Carnival of Venice" on a violin is one of the most amusing and entertaining feats imaginable. The Le Fre brothers are very graceful dancers, and they also do some remarkable acrobatic performances. One of the most beautiful and refined effects is the pantomime minuet. The tableaux are the finest things in a spectacular way ever seen in this city. The fountain tableau is especially worthy. Little Tootsey is a clever child, and sings and dances well. Mr. Orcutt sings well with a voice of good carrying power.

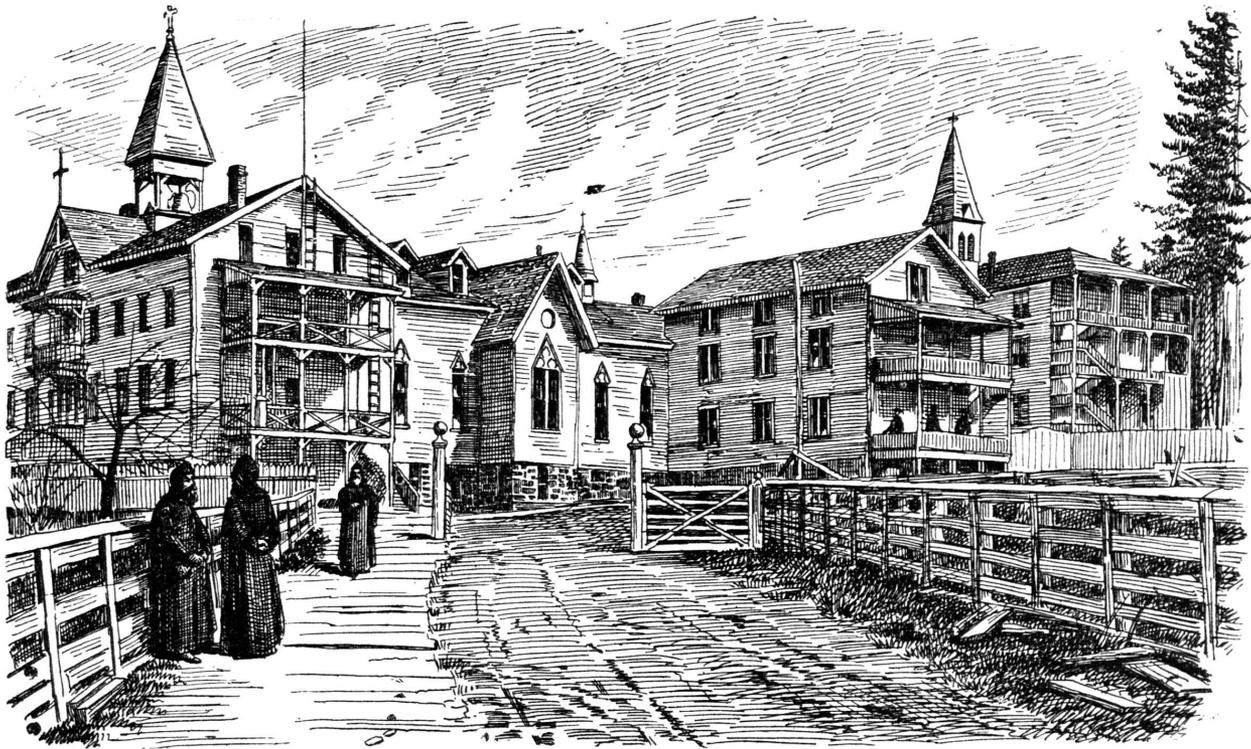
At the New Park Cleveland's minstrels have entertained admirers of burnt cork performances. What there was of it was good, but many of the familiar minstrel features were absent. The ensemble of the first part is very picturesque and effective. The plush draperies of gold and crimson are rich; the costumes of silk plush and velvet are beautiful. Messers. Sweatman and Rice appear to have lost none of their talent for touching the risibilities of their auditors. Mr. J. P. O'Keefe possesses a fine baritone voice, in quality and method far above the average minstrel. His singing of "Twenty Years a Sailor" was delightful. The quartette by Messers. Shaw, Nankeville, O'Keefe and Belknap was also very good. One of the really delightful and instructive features was Sugimoto's Royal Japanese Troup. The graceful agility and dexterity of these people is wonderful and well worthy of admiration.

The stock company at Cordray's theater has been playing the Irish drama of "Arrah na Pogue," with Miss Essie Tittell, Mr. French and Mr. Devlin in the leading roles. Manager Cordray left this week for the east, where he will visit the principal cities in search of talent for a new stock company.

BEAUTIFUL MT. ANGEL.

IN one of the most picturesque valleys of Switzerland stands, at the feet of tall, white mountains, an old monastery. It was founded over eight centuries ago by the rich Count Conrad Von Seldenhuesen, who entered it as the first lay-brother, and died May, 1125, as the first saint of the institution he had generously established. What a pretty home this lofty valley is! May covers it with green carpets, and hangs leaves on the spray of the trees, while the birds sing "Welcome, Sweet May." Anon June comes and weaves into May's emerald robes the splendor of the flowers, so that it looks to the poet like a new book beautifully illustrated. Here spring, summer and autumn are

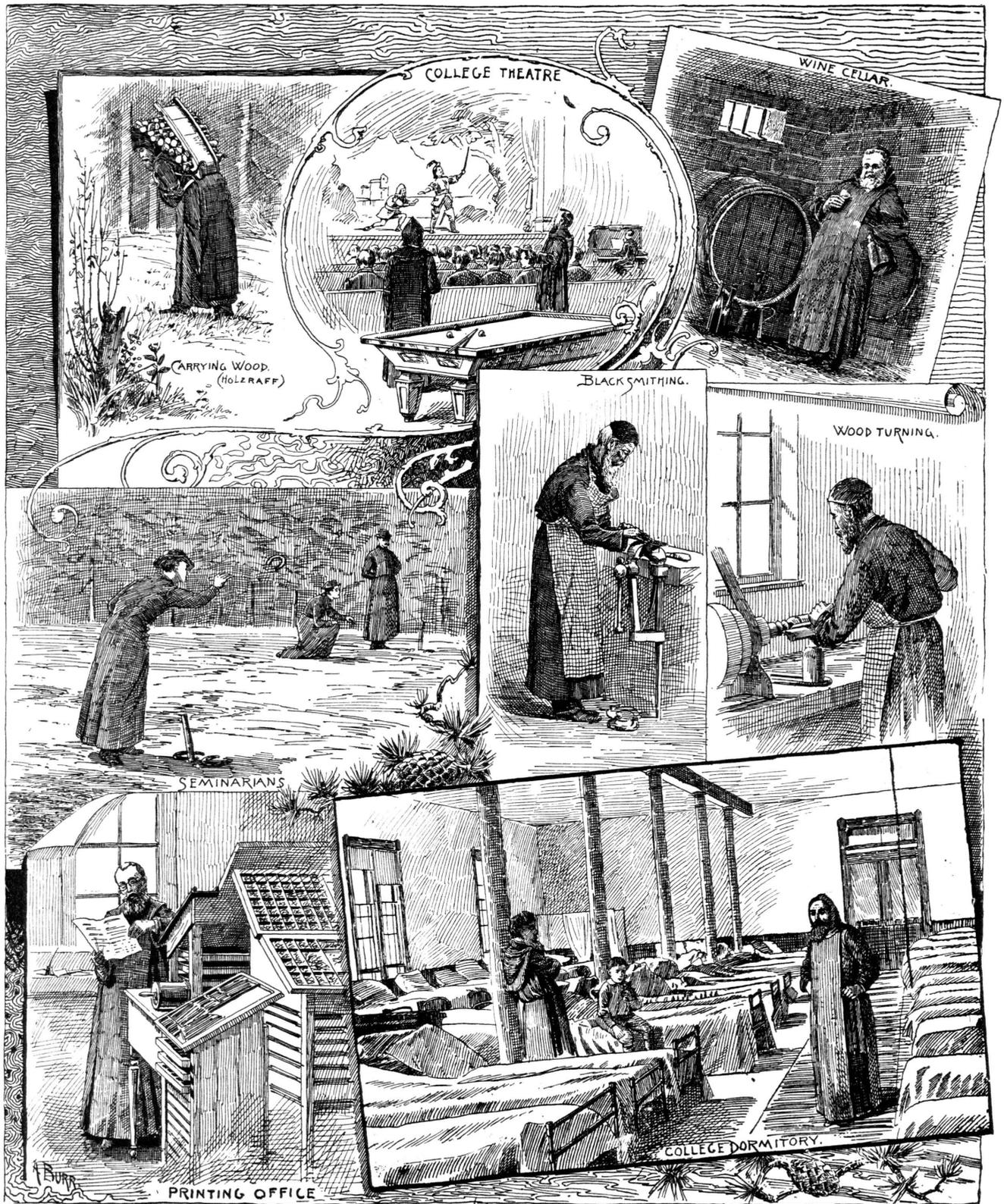
But it is another Mt. Angel of which I wish to tell you. In this far away, sun-set land of Oregon there has arisen out of the wilds of yesterday a new Mt. Angel—a Benedictine Monastery. In the center of a luxurious valley, and rising to the height of 300 or 400 feet, stands Mt. Angel, clad in her primeval forest, through whose dim and shadowy aisles a little while since crept the copper-faced wild man in doubtful contention with the cougar and the bear. The forest has fled from the valley, and here and there the plow has darkened its fields that now stretch alongside the waving green, which, rising higher and higher, swelling with the tides of the traversing months, breaks in a sea of golden grain on the plenty-strewn shores of autumn. Beyond this circular valley rest the brown



THE OREGON MONASTERY—THE MONASTERY, CHAPEL, SEMINARY AND ACADEMY.

about equal in duration to winter. For half the year the pearl-wrought clouds lie three and four feet deep the valley over. Continually overshadows this vale the rugged majesty of the mountains, which lift their cold, white peaks, like marble spires, as testimonies of devotion, into the blue solitude of heaven. As in the course of nature, amid such environments, characters are developed into whose construction enter, as it were, the gentleness and humility of the vale and the stern loftiness of the mountain. Switzerland is a symbol of hardihood and freedom. Here the star of modern republicanism first kindled its silver flame in the cold blue of Switzerland's skies, and its reflection fell like fire into the hearts of that heroic people!

foot-hills, supporting the blue rim of a mountain range, which, in turn, upholds a white-clad belt from whose wintry summit Mounts Hood, Adams and St. Helens lift their hoary forms, whitened by the first winter of the young world, where only the cloudy-footed north has left his footprints. The valley of this Mt. Angel might be likened to a great cup as seen from a balloon some five miles above it. Its rim is the circular range of mountains. In the bottom of this cup would be seen an emerald mound covered with tiny trees; around this mound stretches a green vale threaded with silvery strands, through which the bright adjacent fountains pour their pearly currents. A brown, pulsing haze fills two-thirds of the cup; then a liquid-like



THE OREGON MONASTERY—SCENES AT MT. ANGEL.

depth of blue shadows intervenes and flows up against the snowy foam at the top of the cup's rim, while the winds blow small flecks of it off into the space beyond.

You will say this is fancy painted. But of great interest to the state is the young and flourishing college situated here. At the foot of Mt. Angel is a group of buildings (see illustrations) whose purposes and work are an interesting study. Here, on a small scale, is Bellamy's dream realized. The monastery owns about 1,000 acres of land, on which are herds of sheep, bands of horses and cattle. Besides, there are orchards, vineyards and fields of grain. This property is held in common by the community. The shepherd takes care of the sheep, the farmer the farm, and so on. They have a flour mill, a bakery, butcher shop—indeed, it is a little world by itself. Of course, the possibility of such a state of affairs must have a psychological basis.

Mt. Angel College, St. Thomas Grand Seminary, and St. Anselius Petit Seminary constitute the group of structures to which we have alluded. The college has an excellent three years' record, having at present 142 students enrolled. The college comprises the classical, commercial and preparatory courses. St. Thomas Grand Seminary comprises the studies of theology and philosophy. St. Anselius Petit Seminary gives a home and instruction to those who wish to become priests. It has twenty pupils at present.

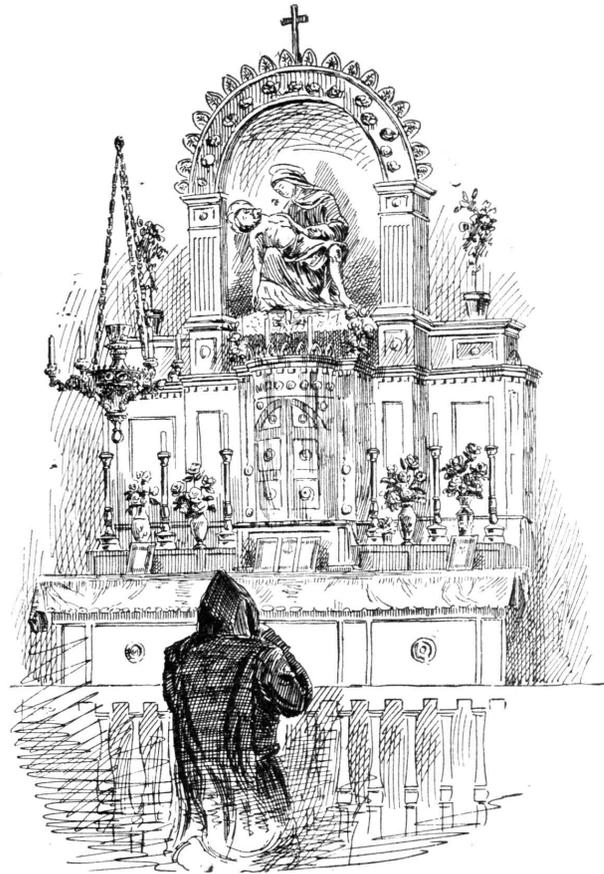
There is a road leading from the monastery to the chapel about a mile away. This road runs through a deep forest, and along it every little way is a station where are pictures in commemoration of scenes in our Savior's pilgrimage to the place of his crucifixion. The road leads to a beautiful octagon chapel on the summit of Mt. Angel, where the college proper is finally to be built.

In this chapel is a famous painted bas-relief, showing the agony of the Redeemer. The artist seems to have dipped his brush into the azure of heaven and of it fashioned the pale blue eye of the divine sufferer, whose gaze is filled with infinite pity and tenderness. Above Him are the partially-clouded heavens, and on the blackness of the clouds falls the soft splendor of the moonlight, while the stars tremble through the dusk of the firmament. An angel comes to the Savior, its face as full of consolation as of sadness; the white plumage of its half-folded pinions are tinged with blue, as though the skies had melted in pity and stained them as the angel passed through them on its way from the white throne beyond the stars. It is an illustration of an individual victory upon which the world's triumph hung, and, as such, it awakens the more heroic sentiments.

This institution, so full of promise, is soon to be known as one of the foremost places of learning in the

country. Its head—the Very Reverend Father Adelm Odermott, O. S. B., a man of untiring energy—is assisted by teachers of thorough proficiency. Indeed, it is doubtful if many of our older institutions of learning can boast such an aggregation of scholarship as is represented at Mt. Angel College. Several members of the faculty were educated at the mother institution of Switzerland.

The college is situated in Marion county, on the narrow gauge railway, forty miles south of Portland, and seventeen miles northeast of Salem. If it be true natural environments impress something of their own



THE OREGON MONASTERY—IN THE CHAPEL.

greatness or insignificance upon the mind of man, then is it certain that Mt. Angel College has built her shrine of learning in one of the most favored sites in the great northwest. Here is solitude inhabiting the forest and meditation lingering on the bank of the stream. As we strolled through the darkened grove, its shadows pierced here and there with shafts of sunshine, we fancied the muse of poetry concealed behind the dusky veil of distance, waiting to kiss the lips of some Mt. Angel youth who should thence bind the world with golden links that would make up the chain of his sublime song. Here will they find object lessons of devotion and self sacrifice.

LAFAYETTE, OREGON.

SITUATED in almost the geographical center of Yamhill county is the town of Lafayette, on the southern slope of the hill that rises on the north bank of Yamhill river, about five miles in a direct line from where it empties into the Willamette. This town that dates its origin from the early part of the forties, is advantageously located. The west side division of the Oregonian Railway runs within a quarter of a mile of the center of the town. By this line, Portland is distant but thirty miles. St. Joseph, which is distant a mile and a half, is a station on the west side division of the Southern Pacific Railroad. In addition to having these two railways connecting this section of the country with Portland, it possesses an outlet by way of the Yamhill river from Dayton, which is the head of navigation of that river, and which is only two and a half miles distant from Lafayette. The constructing of about a mile and a half of railway connecting the narrow gauge at this place with the Southern Pacific at St. Joseph, would give the people of the Willamette valley, living south of St. Joseph, an all-rail connection with Portland, via Lafayette, that would be fifteen miles shorter than the present Southern Pacific route. It is the hope of the people of this portion of the valley, since the Southern Pacific Railroad has acquired the Oregonian Railway, that it will be converted into one of standard gauge, and if this is accomplished and Lafayette connected by rail with St. Joseph, Lafayette would become the place of junction of the two leading branches on the west side of the Willamette river. The company has stated its intention of doing this the present season.

The town has been gradually, but slowly increasing until it now claims a population of 600, and must, in the event of the increase of the railroad facilities, secure very large accessions to the number of its inhabitants. Few places throughout the whole of this portion of Oregon can boast of a prettier or more healthful location for a town. It is situated on the slope of a hill at the foot of which flows the tortuous Yamhill river, high enough above the bed of that stream to afford abundant protection against freshets and floods, and the site possesses sufficient descent to give excellent drainage. The view obtained from the summit of this hill is grand. Everywhere one looks may be seen plains and rolling hills with towering hills and mountains for a back ground. Throughout these plains and on the sides of these hills may be seen small patches of timber, the larger portion of the land adjoining the town being under a high state of cultivation. All of these plains are sufficiently high to afford excellent drainage. The soil is a dark loam, while that on the slope of the higher hills is designated

here as "red lands." These hills are proving to be as fertile and productive as the plains, and produce the finest of crops even in the dryest season of the year. The principal products of this section are wheat and oats. There were shipped from there last year, between forty and fifty thousand bushels of wheat and between thirty and forty thousand bushels of oats. The bottom lands along the river have been found to yield large crops of a high grade of hops, while the upland soil is considered among the best for the growing of fruit, such as prunes, plums, pears and apples, and the smaller fruits, such as gooseberries, blackberries and strawberries.

A portion of the land is still held in large tracts, as it was acquired from the government under the donation law; but many of these large holdings are being sub-divided and sold. The past year was a very active one in real estate, greater than was ever known before. The hills that surround Lafayette may yet prove rich in minerals. Good seams of coal have been discovered within three miles of the town and the indications are that it exists there in large quantities. Large deposits of iron have also been disclosed near the town. The river is capable of supplying a good motive power at a very small cost. It has a fall of ten feet within a short distance of town, and by the erection of a dam, a few more feet could be procured which it is thought would be ample for mechanical purposes.

This town, since the establishment of the college there, seems to be taking up a new life. The whole community speaks of the efficiency of this new institution. Last September the old court house which had been appropriately remodeled and made suitable for school purposes, was opened under the auspices of the Evangelical church as a college, with an efficient corps of professors. Already there are sixty-eight pupils in attendance. The public school house is a fine building. On the rolls there are at present the names of 112 pupils. There are situated here Methodist, Presbyterian, and Evangelical churches. The masons, odd fellows, and workmen have lodges. Lafayette has, also, a number of merchants who carry large stocks of goods, and a grist mill capable of producing forty barrels of flour per day.

G. BIRNIE.

The Union Pacific, Oregon Improvement Company and Northern Pacific have each proposed to Olympia to build a line of railroad to that city for a bonus, chiefly of right of way and terminal facilities; and that enterprising city is at work vigorously to secure the desired assistance. Olympia is destined soon to become something more than the capital of Washington.

WINLOCK, WASHINGTON.

ON the line of the great Northern Pacific railway, nearly midway between the Columbia river and Puget sound, and only seven miles from the head of navigation on the Cowlitz river, a tributary of the Columbia, is the thrifty and growing town of Winlock, one of the most prosperous and progressive in Western Washington. Its population is about 1,000, fully twice as many people as the town contained two years ago. In business, buildings and all other essentials of a prosperous community, its growth has been equally rapid and substantial.

Winlock occupies a central position as regards a large area of productive and rapidly developing country. The fact that fifteen other postoffices are supplied from that point is ample proof of this. These offices are located in some of the finest agricultural districts in the state. Nine miles to the westward is the fertile Boisfort prairie, already well settled and highly productive, though the timbered region surrounding it offers splendid opportunities for industrious men who know how to make a home in the forest. Other good areas of farming land lie still farther to the west, all of them tributary to Winlock. To the eastward are the Grand, Drews, Lackamas, Cowlitz and Jackson prairies, together constituting a large body of the finest agricultural land, all tributary to this central supply and shipping point.

Winlock is an important station and division terminus on the Northern Pacific, by which it receives and ships large amounts of freight annually, and lies directly in the pathway of other railroads soon to be constructed, and will undoubtedly ere long have much greater facilities than it now possesses for shipping the annually increasing products of the tributary country.

Surrounding Winlock are vast forests of the magnificent fir and cedar for which Western Washington has become so justly famous. It is estimated that 6,000,000,000 feet of this can be cut within six miles of the town, all of which will be manufactured into lumber and other forms at that place. Five logging camps are at work in the timber getting out logs, and in the town are three saw mills—two of them large ones—and two sash, door and blind factories. The demand for this fir timber for railroad purposes is increasing rapidly, its superiority for ties and bridge timber being recognized wherever used. Already contractors for roads to be built at a great distance are placing large orders for this timber, and the great mileage of roads in this immediate region to be built the next few years will call for many million feet more. The growth of this industry in Winlock will undoubtedly be very great.

One of the industries too much neglected in the

west, but for which the grassy prairies and fertile bottom lands tributary to Winlock are especially adapted, is dairying. The perennially green and growing grass, the cool summers, the almost entire absence of snow in the winter season, the complete exemption from frigid weather and the abundance of the purest water, all combine to render this a region most inviting to dairymen. To this must be added the fact that the price of butter is high at all seasons, and that the demands of a market already poorly supplied are increasing with great rapidity in consequence of the great and continued influx of people into the cities and towns.

Though cereals and vegetables produce most prolifically, and stock raising is a considerable and profitable industry where every farmer has the advantage of a range for his stock upon pastures of native and luxuriant grasses, fruit is destined to be one of the most important products. The prairie lands about the town possess a soil that combines with the mild and stimulating climate to produce fruit of the highest possible quality. Especially is this true of apples, cherries, plums, prunes and pears. All of these can be cultivated for the general market with the greatest success and profit. The railroad offers an opportunity to ship to markets that can not be glutted and where good prices always obtain. Prunes, for which Oregon and Washington are rapidly acquiring a world wide reputation, reach no higher perfection anywhere than than are capable of here, and thousands of tons could be dried for market at this point. Hops, also, yield prolifically and are of superior quality.

Extensive deposits of coal exist within three miles, but as yet they are undeveloped. In those coal beds lie fortunes for those who shall seek them. There are a pottery and brick yard near the town.

The climate is very agreeable. In summer the days are never sultry and the nights are invariably cool and refreshing. In winter the mercury seldom falls below the freezing point. Some seasons snow is not seen. Considerable rain falls from November to April, and but little the remainder of the year.

Winlock already has fourteen mercantile establishments, a number of shops of various kinds, a good bank, an opera house, four hotels and an excellent newspaper, the *Pilot*. It has a good graded school, employing three teachers, and a new school house costing \$8,000 will soon be erected. The Methodists and Baptists each have church edifices. A number of neat residences beautify the town, and others are in course of construction.

Men of industry or capital looking for a growing mercantile and manufacturing town, supported also by splendid agricultural resources, will find Winlock well worthy their most careful attention.

West Shore



WASHINGTON---Riverside Avenue from Washington to Stevens Streets, Spokane Falls.

Fact and Fancy for Women.

BY ELLA HIGGINSON.

You may ride in the early morning,
 You may ride in the dewy night,
 You may ride till your eyes out rival
 All the star-eyes' light,
 You may sway to the graceful motion
 Of your sensitive, thoroughbred mare,
 You may race with the winds and the ocean—
 But you can not outride Care.

You may ride with the grace of an angel,
 With a heart and a soul on fire,
 You may ride till your road swims beneath you,
 Until you and your thoroughbred tire,
 You may ride till your cheeks are like roses,
 With the red, rich wine of the air,
 You may ride till the night runs to morning—
 But you can not outride Care.

Miss Mabel Jenness will soon appear in Central park riding astride her horse like a man. She has already given an exhibition of her skill as a rider in a bifurcated skirt, at the West End Riding Academy, with a half dozen women and her riding master for an audience. Miss Jenness claims that the side-saddle is injurious, and that it develops only one-half of the body and causes lateral curvature of the spine.

All this is the sheerest nonsense, and, although "fads" are as necessary to the health of the average woman as are food and drink, it is to be hoped that sensible women will pay no more serious attention to this so-called "reform" than they did to Dr. Mary Walker's trousers. In the first place, riding is not injurious to the woman who knows how to ride and who does not bounce up and down on a horse like a rubber ball; on the contrary, it is the most healthful exercise a woman can take, and many a pale, languid city beauty has found health, appetite and roses in a daily canter along country lanes. For the woman whose body is already developed, there is no startling probability that she will become noticeably "one-sided" from daily use of the side-saddle during a natural lifetime; while for growing girls may be used a saddle with knee-guards on the right, as well as the left, side, so that a frequent change of position will check any tendency to curvature of the spine.

There is in the little town which is my home the most beautiful rider I have ever seen on a horse, and she has ridden ever since she could walk; yet her figure is straight, erect and symmetrical, and her carriage easy and graceful. I know another lady who for many years, during at least nine months in the year, has ridden twice daily—an hour in the morning and from three to four hours in the evening—and who frequently spends a whole day in the saddle; yet I find that she is evenly developed and her shoulders are level, her eyes are bright, her complexion is clear; and she has a little child which is the most perfect specimen of healthy, finely developed babyhood that I have ever seen. It is worthy of remark that this lady is of noticeably fine figure, and never wore an uncomfortably tight corset in her life; comfortable clothing is as necessary to grace on horseback as it is to health, for the good rider never looks stiff or uneasy.

As for danger on horseback—the fear of which causes so many timid women to hold back when they are longing to ride—why, for the matter of that, it is dangerous to sit at your window and sew; you might be struck by lightning, you know, or some one might accidentally shoot you. If you go through life feeling afraid that this thing or that thing may befall you, you will make yourself, and every one about you, miserable.

By all means, ride. But do not ever mount a horse with a feeling of fear, because if you do he will know it instantly, and he will take advantage of your timidity and impose upon you more than a woman imposes upon the man who is very much in love with her—and that is saying a good deal, isn't it? He will watch you out of the corner of his eye, and he will know just how many pranks he may play upon you. Summon all your courage to your aid, and then mount your horse quietly, firmly—never hurriedly—and speak to him always as you would to a child, in a tone of gentle, but unfaltering, authority.

When you hear a woman say: "It is not fashionable now to ride," or "It is quite the style now to ride," or "Oh, it isn't stylish to canter now—the English trot is the thing," or "Ladies don't go in for riding in Washington," you may feel sure that she never knew what it was to *ride*—to feel her blood rush along her veins and her pulses thrill with exquisite pleasure; to know that she is cleaving the keen, sweet air on the back of a powerful animal that is held in control by the slightest motion of her delicate wrist; to feel her heart and her very soul keep time to the maddest gallop or the slowest canter; to neither know nor care whether she is alone or in company so long as she and her horse understand each other; to ride for health, happiness and the pure love of riding; and to not care whether she has a "steamed" hundred-dollar habit or a pretty five-dollar one so long as she is able to ride gracefully and modestly like a woman and not "bifurcatedly" like a man.

A gentleman who is well known as a "diner-out" in Washington society—an enviable (?) reputation, by the way—called upon Mrs. Morton, the vice-president's wife, a lady of good family and breeding, and who has enjoyed great wealth for the most part of her life, and found her in a gown of rich, dark velvet, buttoned to the throat and covering her arms to the wrist; the young women were in modest house dresses. Calling at another official's home, he found the blinds drawn, the gas blazing, and the hostess and the young girls who were her assistants on this occasion, were in full evening dress—low-cut and sleeveless. A senator's wife, with whom this gentleman discussed the subject afterward, agreed with him that this vulgar taste for décolleté gowns on every possible occasion was one of the crudest features of Washington society. Said she: "If a girl comes to spend the afternoon with me and meet my visitors in a low-necked gown, I never ask her again." This same lady, by the by, has conceived a pretty idea to give young girls who do not know better a delicate intimation that low-necked gowns in the afternoon are undesirable. She puts a little crepe shawl about the girl's bare shoulders, and says: "My dear, I am afraid you will catch cold in my chilly rooms; you must keep this as a souvenir of the day"—and the poor girl doesn't dare to take it off when it is given in this way.

It requires rather an extraordinarily nice mind, however, to decide just what is the difference between a low gown in the daylight and a low gown in the gaslight. Of course, if it is only a question of fashion, the line may easily be drawn; but, in my mind, it is a question of something deeper and far more sacred than this. It is true that to a pure mind and pure eyes there is nothing on this earth so beautiful, so pure, so formed to inspire admiration and reverence, as the nude feminine form—the white body that holds a white soul; and the man—or woman—who can not look at a nude picture or a bit of nude

statuary without blushing, looking conscious, or affecting a mock modesty, is not to be trusted. So, if all minds and all eyes were pure, women might safely wear low-cut and sleeveless gowns; but we all know that they are not, and I can not understand how husbands and fathers, who are well aware that moral lepers glide, unfrowned upon, through all grades of society, from the highest to the lowest, can allow their wives and daughters to uncover innocent bosoms to the gaze of eyes that have forgotten—if they ever really knew—what innocence and reverent admiration are like. It has recently been said that it is all right for women of the highest society to wear décolleté gowns, because they are born to it, as to the purple; but, until the eyes and minds of all mankind are born, or educated up, to the same high, pure, moral plane, the husbands of the great middle class must feel a quiet, proud satisfaction in their wives' modest dresses that husbands of the "highest" society never know.

"When I think of Oregon," laughingly said a lady the other evening, who has traveled all over America and Europe, "I think not of Portland, nor of the nice people I have met who were proud to be Oregonians, but of an old farmer and his wife whom I once met at an hotel in Corvallis. The old lady told me that they had 'crossed the plains' thirty years before, in a long train of emigrant wagons drawn by patient oxen. They had settled down on 'donation claims' up in the 'W'lamette' valley, and now, for the first time in all those years, were on their way to Portland to 'see the sights.'"

"They were," continued the lady, still laughing softly and merrily, "the queerest old couple I ever saw, utterly ignorant and unsophisticated, with 'back woods' written all over them; they were like a pair of lovers, and the old gentleman was so gallant—"

"My dear," interrupted her husband gently, "was that a fault in the wrong direction?"

She paused, with her warm lips still parted; her eyes met her husband's gently, as though he had awakened a new thought, and, for a few moments at least, a little silence fell upon the whole gay party. Perhaps some of us were thinking of that long, dusty, winding wagon train; of the danger, the weariness, the sickness, the Indian troubles, the deaths, which must have been accompaniments of that long journey; of the toil and hardship, the despair and sufferings, of making a new home in a new country. And, perhaps, some of us were thinking that civilization is a teacher of so many great and new things that it often forgets to inculcate the lesson of little tendernesses to each other; and that an affection that could live through all those years of light and shadow and be still green and fresh enough to give birth to little, sweet attentions was deathless and strong as a flower that is rooted in heaven and blossoms on earth.

"What is society?" It is a place where people who were poor twenty-five years ago tell of the plebeian origin of their neighbors and conceal their own humble beginnings,—*Boston Gazette*.

While one reading this witty definition of society must smile, at the same time he can not but feel that there is a vein of truth running through it. Especially in the west, where working girls often make rich marriages, is this true. They seem to fear they can not hold their places in society unless they affect an icy haughtiness and speak often of their "servants." Once in a while, however, you find a bright and shining exception to this rule. A very wealthy lady went to a rough, new town to spend a few weeks. One of the newly-rich residents, who had been a domestic before her marriage, called upon her, and in course of conversation said, in an affected

tone: "I almost died of horrors when I came here. There is no society, and not a bit of style. I suppose you find it fearfully dull."

"Oh, no," replied the other lady quietly; "I always find something to do. But, then, I am used to working; I was a printer before my marriage."

And I was so glad to hear her say "printer," too, for it somehow sounds more like common sense and work than the nicer word "compositor." I am sorry one rarely hears now of a printer, especially a feminine one; they are always composers.

There was once upon a time an old lady who had known many sorrows and heartaches, who had lost children, husband, friends, and who was alone and poor in her old age. One day a lady who had gone to see her, pitying her sad fate, said: "Why, grandma, what a dreary outlook there is from your window—only barns and back doors." "Yes," said the old lady cheerily, "but there are people who are blind, and who, although they live always by the ocean, can not see it. There is always a bit of sky for me to look at, and when it is very blue and sweet I always think of the blind people and pity them, even though they be rich and I poor."

Now that spring is with us, I wish that more young girls—up to the age of twenty, at least—would gown themselves in pure, soft white, with collars rolled back a trifle, revealing warm, round throats tinted like rose leaves. Young girls are like flowers; and instead of rustling with silks, and jingling and flashing with jewelry, they should wear only simple gowns—gowns soft as their eyes, pure as their consciences, and white as their souls. The man does not live who could look at such a maiden and not be the better because of the reverent thought her pure presence awakens.

It is refreshing to learn that the Countess Walderssee, the "first lady at the German court," although living in great state in the palace adjoining Von Moltke's, yet has sufficient taste and originality to dress with severe simplicity. If some of her wealthy countrywomen—before her marriage she was a Miss Lea, of New York—would follow her example, it would be commendable. As a rule, we are inclined to over-dress, and not to understand that to dress simply does not mean to dress plainly or unbecomingly.

Do not use the expression, "circumstances over which I have no control." Generally speaking, such circumstances are brought about by a will, or a number of wills, stronger than your own. Of course, the strong always control; that goes without saying. Therefore, be strong.

—"Why, even Death itself stands still
And waits an hour, sometimes, for such a will."

The Princess of Wales was recently offered \$5,000 by an American magazine for 100 words. The Princess of Wales must have the "brain of Shakespeare," or she would never have received such an offer; and she must have the wisdom of a sage, or she would never have refused it—for, of course, her royalty had nothing to do with the offer.

Poor Amelie Rives! She has stopped writing and is trying to drop out of the sight of merciless critics altogether. Yet a young artist in Europe has shot himself because of his hopeless infatuation for her, and all the newspapers are taking her up again. It is certainly a misfortune to be a genius—at least such a genius.

The Light Side of Life

By Lee Fairchild,

CAUGHT OUT IN AN APRIL SHOWER.

The blue bird's carol soft and sweet
Vocalizes now the trembling air
With the glad waves of sound ;
The blades of grass about my feet,
Beaded with pearly dew-drops, share
The common pleasure found
In the life-giving, gentle touch
Of Spring, in whose behalf too much
Is sometimes said in verdant rhyme,
Especially in this warm clime.

Sea stretching far
Blue fields of sky, and filled with clouds,
The flowing sunshine streaming through
Them—golden rivers thro' the blue
Windows of heaven ; behold the crowds
Of people in the meadows, where
The mellow-throated frogs declare
A joy in song. I write to you
About these blue and clouded skies
Which have this day, with their glad eyes,
So wept o'er me myself am blue,
And weeping, too!

"Wouldn't it be nice if it became fashionable not to be nice?" sighingly said the fellow who was burthened with formality.

"There's a good deal to be seen in this direction, too," said the young man to his lady friend. The speaker was in the particular direction to which he referred.

WHY HE FELT SO.

"I am very much put out about this matter," said my young friend who had just been shown the door by the father of a pretty young maiden.

MR. SENSITIVE—I think Mr. Careless was anything but complimentary.

MR. SURPRISE—Why so?

MR. SENSITIVE—Well, he said he'd like to see more of me, as though I were not all there!

SOMEONE LIVED THERE.

RESPECTABLE BOOK AGENT (to a snappish lady)—Does Mrs. E. live here?

SNAPPISH LADY—No, sir! She doesn't!

BOOK AGENT—Yes; well, does anyone live here? (The door closes with a slam).

The *Montana River Press* is au'hority for the statement that "Miss Juch is a dandy." In substantiation of the truth of this statement the *Press* says that Miss Juch laid aside the beautiful bouquet, given her by admiring friends, and packed the costly vase, which belonged to the hotel Helena, in her saratoga. And this same dramatic critic adds "she didn't take the hotel; it was a little too large for her trunk."

OUT OF HIS ELEMENT.

TRAVELER IN ARKANSAS (to resident on Black river)—Is this a healthy locality, mister?

RESIDENT—That depends on what's yer trade. There's four men hangin' to limbs now.

TRAVELER—I'm a gentleman, sir.

RESIDENT—Waal, you p'r'aps wouldn't feel jist to home in this neighborhood; mighty few uv us but what goes to meetin' in our workin' clo'es.

A RECIPE FOR DYSPEPSIA.

For breakfast eat from one to nine biscuits, letting the size determine the number; the biscuits should be hot before eaten. You should also eat a few pieces of bacon; if the pieces are small eat more. Drink hot, strong coffee. If a piece of the last evening's mince pie be left over, it won't make much difference with you should you disappear with that. Of course, you will soon disappear if you follow this advice. At other meals, if you find yourself able to eat at any other, eat freely of pickles and pastry. Do this, and I guarantee that in a little while you will not have a sign of dyspepsia or any other ill to which flesh is heir.

ADVICE.

There is no use going to school, my boy, with the idea that you are going to excel because you are your father's son; for every other boy is his father's son, and all do not excel who go to school.

There are many, and many self-made men, but only a few of them have succeeded; and only a few of them ever succeed in making themselves respectable.

Don't make faces at your fellow students; it's enough for them to behold your natural appearance. Do not at recitations hang all your answers on guesses—that's what crippled your father's scholarship, I guess.

It occurs to me that while I've nothing on foot and am tired of sitting, it would be an act of humanity for me to stand up a few minutes for the Chinaman. I consider the "Celestial brother," as he is called without fitting the phrase to its object—I say I consider him, or, rather, I am considering him. I grant he would be better looking were he somebody else; but he could not be somebody else without fatally dispossessing the said somebody else! I like him here in my sanctuary, where he is not. He is my brother, I know; but I do not wish him around reminding me constantly of that which I am already aware. He has some habits which I do not like. He smokes cigarettes, I suppose, with the idea that it will make him "alle same Boston man;" but it doesn't. There is no Chinaman equal to a Boston man; still, he might be that and find room for general elaboration. He seems to lose his temper as often as he finds it. Indeed, he has much in common with myself. But he isn't white, and at this point (which is the first I have made) I draw the colored line. I consider, from the point of nature, he is out of style. I wish him well in journeying.

YOUR CONTRIBUTORS

A sausage skin is a ground hog case.

A good card player—Gabriel, because he holds his trump for the last play.

"The groom is a promising young man," says an exchange. Most grooms are just that.

To Mark Twain, is to mark a miser who would be the funniest rich man and the richest funny man in the world.

MADAME SUMMER (to the clerk of the weather)—Say, you go down to the Spring house, and if you find Old Winter hanging around there, fire him out.

THE DIVISION OF TIME.

MRS. PARKER—Every dog has his day, they say.

MR. PARKER—Yes; and, what is worse, every cat on the back fence has her night.

Grizzly got a notion that there was something in the wind, and went out on the street to see what it was. In a few moments he came back with tears in his eyes, and told the office boy that it was only a little dirt.

RATHER SAVORY.

A gentleman named Salt was met by a friend in the dining room of a health resort hotel, and upon being asked what he was there for replied: "For the season."

A GRACEFUL COMPLIMENT.

MRS. SIMSON (exhibiting her first born)—Isn't he a cunning little monkey, Mrs. Tangle?

MRS. TANGLE—Yes, indeed. And he's so remarkably like his father.

"I don't care whether the sidewalks in Portland are wood or dirt," said Meekly, as he entered his office the other morning and began brushing his clothes and rubbing his shin, "but I do object to having both kinds mixed together," and he went out to buy a new pair of trowsers.

NOT FOR HOME CONSUMPTION.

JOHNSON—Well, doctor, how does your "Sure Cure for Rheumatism" sell?

DOCTOR LOTION—Splendidly, splendidly; but I haven't been able to get out much this spring to push it, my rheumatism is so bad.

DIDN'T KNOW THE COMBINATION.

"The 'Funny Man' is away this week. Let's put something good in his department."

"All right. It would be quite a novelty. It must be easy to write such stuff. What shall be put in?"

They are still thinking.

HUMOR ALL GONE.

EDITOR-IN-CHIEF—Good morning. How do you feel to-day?

EDITOR HUMOROUS DEPARTMENT—Oh, I'm out of humor to-day.

E. IN C.—What's the matter with you?

E. H. D.—Nothing the matter with me; only the foreman just asked me for copy and I had none.

E. IN C.—Well, what did he say to that?

E. H. D.—Said it didn't matter much, as he was out of sorts himself.

SHOWED HIM HOW IT WORKED.

EXCHANGE FIEND—How d'do? Been any spring poets in here to-day? Ha! ha! Heavens and earth! What d'you throw that ink bottle at me for?

EDITOR—Nothing. Sit down. I just had the springiest poet in here you ever saw. He was sitting in that chair you are in now, when suddenly he gave a yell and sprang about seven feet in one jump and bolted out of the door.

EXCHANGE FIEND—What was the matter with him?

EDITOR—Well, you see there is a hole in the bottom of the chair, and under it is a pin fastened to this string on my desk, and I simply took hold of the string and gave it a sudden jerk, just like this—What's the matter? Going, are you? Well, good day.

ON A PUGET SOUND STEAMER.

"I tell you," said the man with the portly figure and general Robinson Crusoe air of possessing all he surveyed, "I tell you Chicago is the biggest city in the world."

"Except Anacortes," interrupted a nervous individual who had a few choice lots to dispose of in that millennial metropolis.

"Oh, of course," said the pompous man with lofty scorn. "No city would want to be compared with Anacortes," and his look of cold disdain made the nervous man fairly shiver. "What I mean is, Chicago is the largest city in the world in big things. It has the biggest auditorium building, the biggest stock yards, the biggest—biggest—"

"Blowers," suggested a quiet man; but the gentleman from the windy city heeded him not, and continued—

"And now it is going to build the biggest building in the world for the World's Fair," and he looked around with an air that showed how equally his admiration was divided between Chicago and himself.

"Say!" asked the quiet stranger, "What is Chicago going to build to equal the Eifel tower?"

"Oh, I don't know yet; but we'll do something that will knock that wind mill post sky high."

"Why not dig a hole in the ground as deep as the tower is high?"

"What would we do with it?"

"Well, you could let people down into it and pull them out again for two bits apiece. Then it would be so handy for Chicago to crawl into when the fair is over."

The silence that immediately enveloped the Chicago man was as voiceless as midnight in the Sahara desert. H. L. W.

For a subsidy of \$500,000 Tacoma has been offered the location there of the construction works of the American Steel Barge Company. A few years ago Captain McDougal, the inventor of these barges, was a poor man. He got his barge idea into his head, and finally solved the problem. He patented his idea in every country where it was possible to do so, and got capitalists interested in the project. Now he is worth several millions. These barges are expected to revolutionize the commerce of the world. They are already in use on the lakes. Their principal advantage is that they can carry a greater freight tonnage in proportion to their own weight than any other vessel ever constructed. They are cigar shaped and lie almost entirely beneath the water. Their shape allows the waves to dash over them without their sustaining the pressure which ordinary vessels experience in a rough sea. The barges are provided with engines, but are not supposed to attain any very great speed, though they will make as good time as ordinary sailing vessels. Freight can be carried in them at rates that defy competition with sailing crafts. The company has in view, the exportation of wheat, coal, lumber and flour. These can be shipped to the ends of the earth in steel barges, and they can be made to pay even if they carry a cargo but one way. In many instances, however, they will have cargoes both ways. John D. Rockefeller, of the Standard Oil Co., is the largest stockholder in the company.

Nothing is too large for Spokane Falls in the way of railroads. Arrangements are now being perfected for the entrance of the Great Northern into the city on the way to the sound, but the latest project is a road from Spokane to the City of Mexico. This scheme involves the construction of only 700 miles of new track, the remainder of the distance being covered by roads now in operation. The new road will traverse country at present far removed from railroad connection and it will be an important agent in developing the region. Railroad men confidently assert that such a line will be in operation from Spokane to Mexico within five years at most.

A complete sewerage system is in course of preparation for Spokane Falls. The fire last August destroyed an important part of the old and imperfect system and the new plan will be modern and ample to accommodate the growing city. Spokane is so situated that it is not necessary to provide an elaborate plan. The city can best be divided into drainage districts independent of each other. There is no district in which the grade cannot be sufficient to send the contents of the sewer out into the river in less than four hours. The largest mains necessary will be four feet in diameter. The laterals will be eight inches or more in diameter.

The preliminary survey of the Roseburg & Coos Bay Railroad has been completed, showing a distance of ninety miles from Roseburg via Myrtle Point to the terminus at Coos bay. Coos, Curry and Douglas counties will be required to raise a subsidy of \$150,000, \$25,000 of which was raised in Roseburg in about four hours. It is expected the road will be completed within twelve months. The field notes show that the route is highly practicable, affording easy and cheap construction, and the surrounding country affords ample resources to furnish profitable traffic to make the road a good investment.

The work planned by the Arlington company, of Condonully, was a good thing for those who wintered in the district, as they shipped in a great amount of supplies. The heavy snow fall occurred just as they were about to send for their men. Dur-

ing a hundred days' blockade the residents have used everything in the way of supplies within reach. The Arlington stores came in good demand. Work on the Arlington mill is now progressing and it is expected to be in operation by the middle of the season. These works when completed will cost about \$150,000.—*Almira, Wash., Journal.*

About the wildest part of the Cœur d'Alenes can be found over the St. Joe range south and southeast of Mullan. There is probably forty square miles of this country that has never been explored. It is covered with a dense forest and the highest peaks are continually covered with snow. It is believed that fine mineral ledges can be found there, but as there are but two months in the year, August and September, when prospecting can be done, the country has been left without exploration.—*Mullan, Idaho Tribune.*

The Dominion government will shortly organize an expedition, headed by American experts, to explore the oil regions in the far north, near Lake Athabasca. Professor Dawson says: "If indications are correct, Canada has the largest oil-bearing district in the world, comprising nearly 150,000 square miles, and indications extend down the Mackenzie river, below Athabasca. The above area may be only part of the oil-bearing country."

Another cable railway line will be in operation in Spokane Falls by the first of next November. The work of constructing the Cliff Park Cable Line is already in progress. It will connect with the present cable line on Monroe street, running south up the hill and through the Cliff Park addition recently platted. This road will be after the style of the Market street line in San Francisco.

The Butte & Gallatin branch of the Northern Pacific has been completed, and now Butte City is 120 miles nearer the east than when the only route was by way of Garrison. This cut-off will be of great benefit to Butte, both by shortening its route east and by furnishing it direct connection with rich agricultural and mineral regions hitherto unsupplied with railroad facilities.

The Northern Pacific Railway Co. will expend about \$500,000 in improvements in Spokane Falls this year. Among the new buildings to be erected are a freight house and a passenger station that will accommodate the company's enormous business at this point.

North Yakima, Wash., is taking steps to provide quarters for immigrants from the east who may be in search of locations. An immigration house is being constructed in which apartments will be furnished home seekers for a limited time free of cost.

Fruit growers in the Yakima valley, Washington, report that the prospects for a good yield were never better than this spring. So far there has been absolutely no injury and even the apricot buds, the most delicate of fruit buds, remained unharmed.

Oregon City will soon have a street railway, a company having been incorporated with a capital stock of \$25,000 by leading business men of the city.

A movement is on foot for the erection of a \$15,000 brewery at Moscow, Idaho.

A NEW CITY ON PUGET SOUND.

Puget sound is a wonderful body of water, and has no rival in the world. Its many arms, canals and inlets give it a shore line of great length, dotted with deep water harbors and lined with forests of timber, vast coal measures, great areas of agricultural land, large deposits of iron ore and ledges of gold and silver. It possesses all the elements necessary for the growth of not only one city but a dozen, varying in size according to local conditions and advantages of situation with reference to the surrounding country and the great natural routes of travel.

The first towns on the sound were laid out at natural sites as suited the conditions then prevailing; but development of regions then practically unknown, and the changes wrought by time and the hand of enterprise have introduced new conditions and made a demand for new towns at new locations best suited to the commercial demands of the day. No one can understand the situation without being familiar with the causes that are at work and the map of the sound and tributary country.

Puget sound penetrates southward from the Straits of Fuca in two great arms—one of them Admiralty inlet and Puget sound proper, and the other Hood's canal. The former is the farther eastward, and at its head curves around to the west and north until at one place it comes within less than three miles of the other, the two being divided only by a low ridge of land. All that is necessary to connect them and transform into an island the peninsula around which they stretch is to cut this isthmus by a canal, which can be done at a comparatively small expense. Take down a map of the sound—one large enough to show the topography correctly—and study the situation with reference to this canal.

Thirteen miles to the northeastward, at the head of a long inlet, is Port Orchard, the point selected for a naval station. The Coulter railroad, built for logging purposes for the Port Gamble mill, is already in operation six miles in that direction, and will be extended to Port Orchard, from which point it is only seventeen miles by water to Seattle. From the same point down the sound to Seattle the distance is sixty-five miles, or by way of Hood's canal and the sound seventy-five miles. By water to Tacoma it is forty miles, but by rail across the peninsula to Gig harbor and thence by ferry to Tacoma it is but twenty-eight miles. The Tacoma & Detroit R. R. Co. has already been incorporated to build a road on this route.

From this point to Gray's harbor it is but forty-eight miles. Over a portion of this distance, extending from Shelton southward, the Satsop railroad is already in operation. An extension of this road a few miles in either direction will give it a terminus on Gray's harbor and another at the site of the proposed canal. Here, also, the surveyed line of the Union Pacific crosses upon the peninsula on its road to Port Townsend, ferrying across Hood's canal farther north, and thus avoiding the long detour around the head of the canal by a route most difficult and expensive to construct.

From this statement, and from further facts disclosed by a study of the map, it will be seen that at this point must spring up a city situated similarly to Detroit, Michigan, being at the passage between two large bodies of navigable water. A city has already been laid out and bears the name of that prosperous and populous city. Detroit lies on Case's inlet, near the southern end of the canal, and occupies one of the most beautiful and convenient sites of any city in the west. The ground is nearly level, though rising gradually from the water's edge to the westward, giving enough slope for easy drainage. There are no hills and ravines in the town site, as in most other towns of Puget sound. Back of it about three miles lies Lake Mason, a beautiful body of purest water, about four miles in

length, so situated as to form a natural reservoir from which the town can be supplied by gravity at the cheapest possible expense.

Detroit will be one of the great cities of the sound. Its welfare is in the hands of men who not only have the ability to see its advantages, but the money to bring them out. They are live, western men who have always succeeded in what they have undertaken. Among them are Hon. A. M. Cannon, the founder of Spokane Falls, Paul F. Mohr, the great railroad engineer, and other equally representative men of Portland, Tacoma and Seattle. The first work that will be done will be the construction of a portage railroad across the isthmus, which will be followed by the digging of the canal by a company organized for that purpose.

These gentlemen own the town site, and propose to so manage it that property sold will aid in the growth of the town. Detroit will spring forward with a rapidity unknown by the great city whose name it bears, because it enjoys greater advantages for rapid growth than did the city between the lakes, and has behind it men of enterprise and capital determined to push it to the front and utilize to the fullest the resources and advantages of location at its command.

The Union Pacific has made an offer to the business men of Tacoma to build a branch line into that city from its main line extension from Portland to Seattle, provided it be given the necessary right of way, deep water terminal facilities, depot grounds and yards. The proposed route is down the east branch of the mouth of Puyallup river to deep water off the tide flats. The desires of the company will no doubt be complied with. It is expected that the Northern and Union will build a large union depot in some convenient locality for them both. It is stated, though not officially, that the Union has purchased the road running from Tacoma to American lake.

The Silver Bell mine, at Mineral, Idaho, owned by Louis Sommer, of this town, and C. C. Wing, is fast coming to the front as a very rich mine. Thursday morning we were shown the certificate of an assay made at the United States assay office at Boise City on the 11th instant, on a sample of ore lately taken from this mine. The sample assayed \$8.29 in gold and \$227.30 in silver to the ton. This is, indeed, a very rich showing, and the lucky owners are justly proud of it. The proprietors, we are informed, are now sacking their ore with the intention of shipping to smelting works for reduction.—*Weiser Leader*.

The handsome new steamer *City of Detroit*, with a carrying capacity of 200 passengers, was launched from the Holland shipyard at Seattle this week. She will make regular trips between Seattle and Detroit, touching at all way points. Thomas Johnson, who has recently moved his saw mill to Detroit, which mill has a daily capacity of 120,000 feet, has secured the contract for supplying 5,000,000 feet of bridge material, thus insuring employment to 100 men in the saw mill at Detroit, which will run day and night.

The machine shops and round house of the Northern Pacific at Ellensburg were destroyed by fire on the 14th of this month, several locomotives and one of the huge 114-ton engines being included in the loss. The works will be at once rebuilt with double their former capacity. Ellensburg is a division headquarters and a very important point on the line of the Northern Pacific.

Eggs of all the leading and most desirable strains of chickens can be had of J. M. Garrison, Forest Grove, Oregon, who makes a specialty of supplying them to people desirous of keeping good chickens. A few chickens are easily kept, and their eggs are always fresh. But it is desirable that the best breeds only be kept and the way to get these is to buy eggs warranted genuine from such a reliable dealer as Mr. Garrison.

In the southeast corner of "The Portland" may be seen one of the most comfortable and attractive business offices in the city. It is the chief business office of the Oregon Land Company, a company doing also an extensive business in Salem, Albany and Astoria. Any one desirous of information or looking for good opportunities for investment will be repaid by visiting this company's headquarters. The best real estate of every description is handled by them and their information as

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OLDS & KING,
 Portland, Oregon.

The capturing of the World's Fair is not Chicago's biggest FEET.—*Truth.*

Hell is a place where people can see each other's thoughts.—*Atchison Globe.*

WITNESS—Did you ask me for the facts?
 LAWYER—No. I want to know what you swore to.—*Ashland Press.*

The *Century* will contain some "Suggestions for the Next World's Fair." The fair in the next world will wear wings, and any suggestion offered them now will be love's labor lost.—*Norristown Herald.*

Colonist Sleeper to St. Paul.

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.

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"Talking of rainbows," said an astronomer to a young miss, "did you ever see a lunar bow?"

"I have seen beaux by moonlight, if that is what you mean," was the sly rejoinder.—*St. Louis Magazine.*

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"E. F. Sheppard, of New York, is a rich editor, isn't he?" asked President Harrison of his secretary of state.

"Well, Mr. President," Mr. Blaine replied, "I've heard it hinted that he's a mighty poor editor."—*Munsey's Weekly*.

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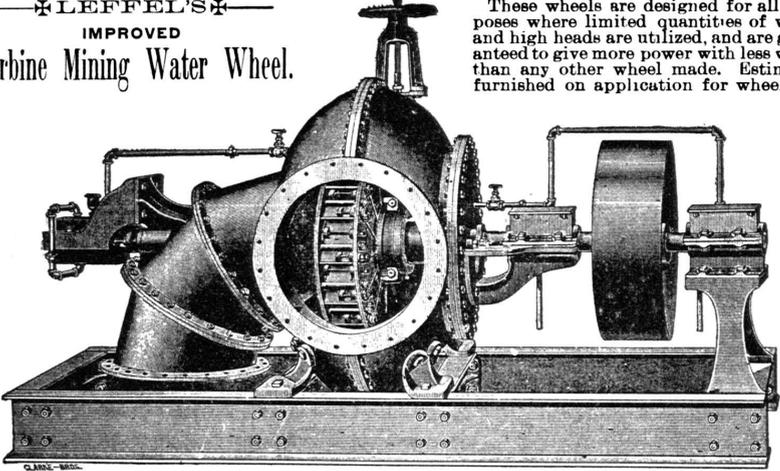
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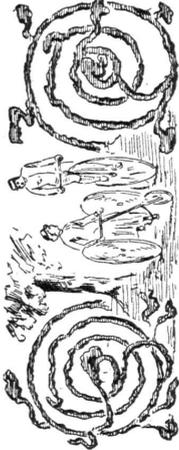
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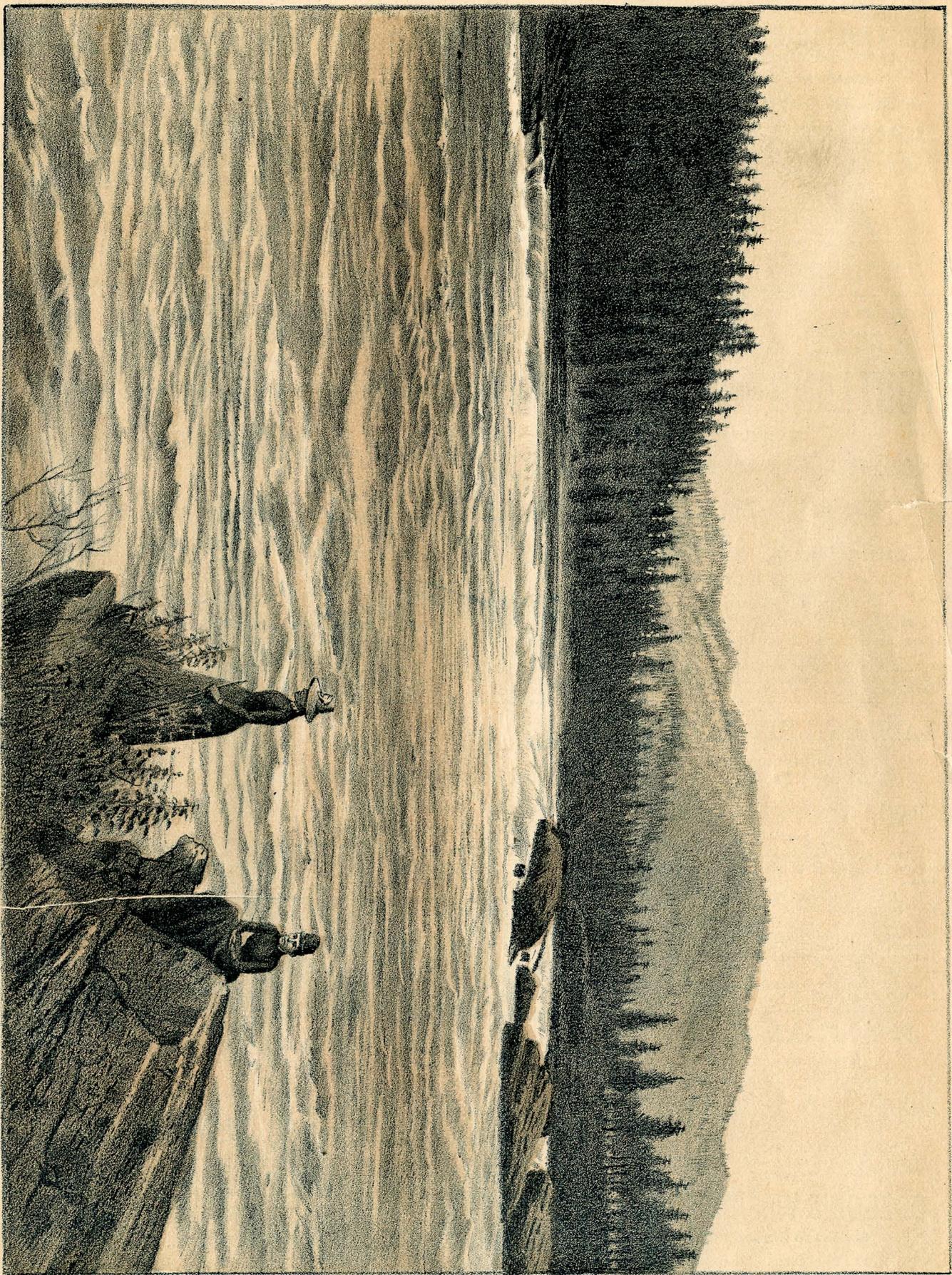
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