

West Shore

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THE WHEAT BLOCKADE, ST. JOHN, WASHINGTON.

West Shore

An Illustrated Journal published every Saturday by the West Shore Publishing Company, Portland, Oregon, and Spokane Falls, Washington.

L. SAMUEL, General Manager,

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

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SATURDAY, DECEMBER 6, 1890.

WEST SHORE for December 13 will be the holiday number, double the regular size and beautifully illuminated in colors. It will be the handsomest publication of any kind ever issued on the Pacific coast, and will rival the Christmas edition of any illustrated paper in the country. The usual price of holiday issues, twenty-five cents, will be charged, and those desiring extra copies should order them at once. All regular subscribers will receive this number free, also all new subscribers for 1891 until the issue is exhausted.

Winter has not yet sent in his card.

Congress has reassembled and immediately there are announcements of three prize fights.

The present position of the republican senators and the elections bill is like that of the man who had hold of the bear's tail and found it hard to let go.

The first "heaviest gale known for years" has already occurred on the Atlantic coast off Halifax. With such an early start there ought to be at least a dozen "heaviest" this season.

If President Harrison could have given "Rus." a four-year sleeping draught he would have saved the administration considerable annoyance from the commercial instincts of that enterprising gentleman. Rus. evidently looks upon the presidency as a family perquisite.

At last Minister Mizner, who disgraced himself and dishonored his country in the Barrundia affair, has had his disgrace officially confirmed and been recalled from his mission to Central America. The extreme deliberation of the state department has lost what little prestige the recall of the unfaithful servant might have given us. Prompt action should have been taken to show that the American flag has both the will and power to protect all beneath its folds.

The Parnell squabble justifies a reprint of the Kilkenny cats story for the edification of the rising generation. There is more or less similarity in the cases of Parnell and our own silent statesman, Quay, and the mistake of keeping either of them at the head of his party is evident. When a man's personal reputation becomes so unsavory that he repels rather than attracts, it is time to depose him from leadership, and the fact that he endeavors to hold on when the dictates of patriotism should impel him voluntarily to retire, is one of the best reasons why he should be dethroned.

Some idea of the delightful weather of the past month can be gathered from the following summary of the U. S. signal officer at Portland for the month of November: Cloudless days, 16; partly cloudy days, 9; cloudy days 5; days on which .01 of an inch of rain fell, 8; total precipitation half an inch, or 6.28 inches less than the average and the least of any November on record; highest temperature, 73 degrees; lowest, 30 degrees on 16th and 19th; mean 47.2; killing frost on 6th with thermometer at 32 degrees. There are now indications that the long-delayed rain is at hand and that the ground will soon be in fine condition for cultivation. Roses and all kinds of hardier flowers are in full bloom in and about Portland.

The advantages of the water level route down the Columbia for the wheat of the inland empire over the mountain route to the sound, were never better stated than by Superintendent McCabe of the Northern Pacific, in an interview published in the Tacoma papers. He said: "We can't move more than 120 cars a day over the mountains on a single track. There is a tremendous grade between Tacoma and Ellensburg, and that makes travel hard. If that grade was not there we could improve things considerably. In crossing the mountains the grade is so great that it takes two large engines to move a train of ten cars. If we had all the engines be-

tween here and New York we could not move all the cars over a single track." This is the situation in a nut shell. The Columbia river is the route designed by nature as an outlet for the products of that region, and all efforts to force them over the mountains must be extremely costly and to a degree futile. The Hunt road down the Columbia should be built at once.

Testimony before the congressional committee on immigration at its session in Portland was somewhat conflicting, though the weight of it was against the desirability of Chinese as residents of this country. While WEST SHORE is of the opinion that the absence of Chinese would be a blessing, it does not base its views upon prejudice. It does not object to the Chinaman because he works steadily and saves his money. Indeed, these are the only redeeming traits he possesses. Would that Americans, both native and manufactured, would emulate his example in this. If they did, one of the greatest causes of sin, misery, poverty and woe would be removed from our midst. The great reason for objection to the Chinaman is that he is a representative of an alien and absolutely unreconcilable civilization. He is not, and never can be, Americanized. He never can become a useful citizen, and it is citizens we want in this country, not mere industrial slaves. America's strength and boast are her intelligent free labor and manhood. It is our pride and the very essence of our national life, that labor is honored and dignified and the laborer is paid for his toil enough to enable him to live in comfort with his family and enjoy the natural pleasures of life. Inasmuch as the Chinaman's presence here tends to lower this standard and degrade labor; inasmuch as his method of living is beneath that our civilization and customs demand; inasmuch as the competition of his labor with ours tends to draw us down to his level, he is undesirable, and the sooner the country is rid of him the better. It is no argument in his favor to say that we have other elements that are undesirable. If a man have a sore eye does he neglect to cure it because he also has a sore foot? It is true that we have representatives of other nationalities in our midst, chiefly congested in eastern cities, that are doing us an incalculable damage as a people, and every effort should be made to rid ourselves of them, or, at least, to prevent an increase of their numbers. They not only degrade our labor, increase crime and immorality, but through our own reckless error in giving them the ballot add a corrupting and corruptible element to our politics that is a disgrace to our national manhood and a serious menace to our free institutions; but this is a question distinct from the Chinese issue, and as they are separate and can be treated apart from each other, let us not confound them, but give each the attention its gravity deserves.

Considerable space is given this week to three subjects that bear a more or less close relation to each other and are all of prime importance to the Pacific northwest, and especially to Portland. They are the Nicaragua canal, the wheat blockade and the manufacturing interests at Oregon City. Nothing so emphasizes the necessity of a shorter route to European markets as the present congested condition of the wheat market. A voyage of six months to convey wheat to Liverpool is too long to satisfy the conditions that now prevail. It is impossible to secure enough tonnage to accommodate the crop. Were the voyage reduced one-half in length—and the Nicaragua canal will do more than that—the same tonnage would carry almost twice as much grain. Vessels would not be tied up so long with a single cargo. This, however, is not the only trouble. There is a woeful lack of facilities for conveying grain to the seaboard from east of the mountains. Another crop next year of equal average yield to this will produce a still greater blockade unless great improvement be made in facilities for handling it, since the acreage increases largely every year. The absolute necessity to Portland, and the interior as well, of the construction of the Hunt road down the Columbia can not be stated too strongly. Unlike other roads that have been built in the west it is behind the demand. It would pay from the first day it began operation. The situation also calls for the opening of the river as the only permanent relief, and it is gratifying to know that the bill for a boat railway at Celilo will be pushed vigorously in congress this winter. Intimately connected with these subjects is that of the manufacturing industries at Oregon City, where is to be found the greatest available single water power in the United States. With the canal open for traffic, so that markets on the Atlantic coast may be reached, there is no reason why this magnificent power should not be utilized in preparing the products of this region for the general market. No seaport city in the world has at her very door such a wealth of energy for manufacturing purposes as Portland possesses in the falls of the Willamette, and it is inevitable that enormous manufacturing interests shall spring up there; and the business men of Portland should aid those of Oregon City in their efforts to secure them, since the greatest benefit will in the end be reaped by the metropolis. The national board of trade will convene at New Orleans next Monday, and the delegates from the Portland chamber of commerce will call for a discussion of the Nicaragua canal question with the object of doing all possible to assist that great enterprise and awaken the people to its national importance.

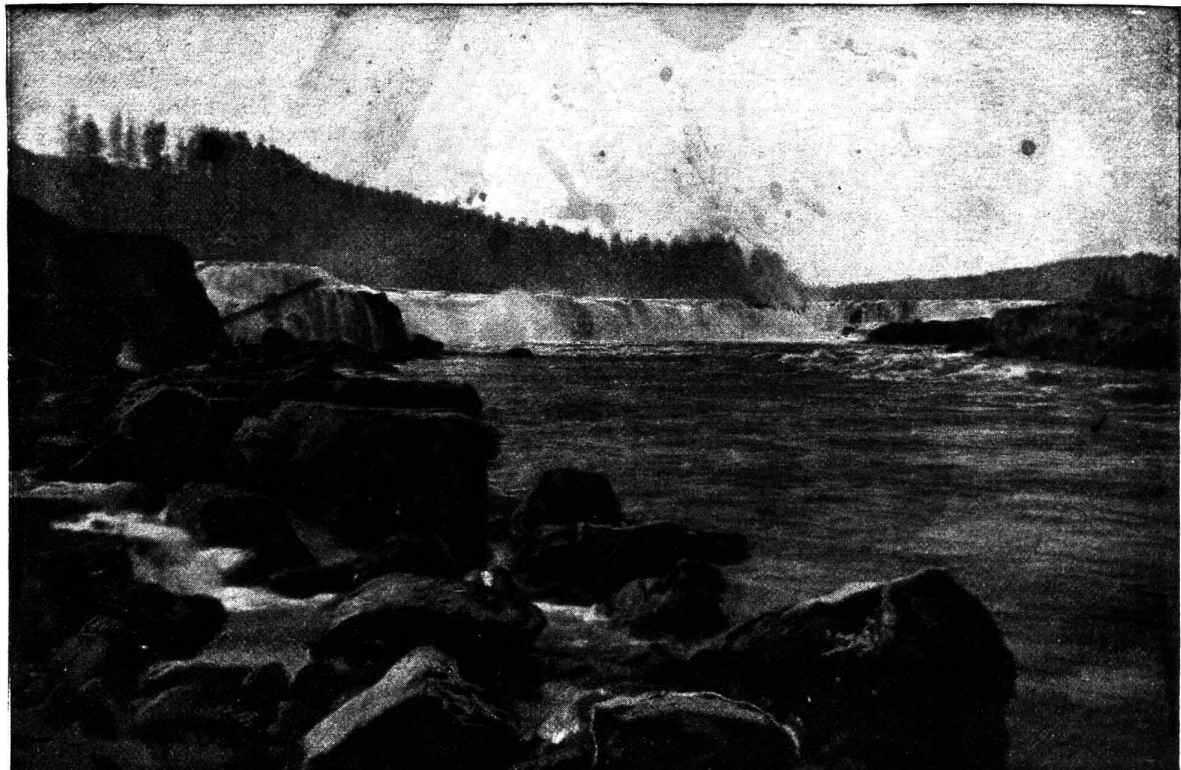
OREGON CITY'S FACTORIES.

Wonderful developments have been made at Oregon City during the past year in utilizing the enormous power of the falls of the Willamette. Several large and important industries have begun operation after investing large sums of money in substantial and permanent plants, and are demonstrating the entire practicability of carrying on manufacturing there on an extensive scale. The falls are forty-two feet high, and supply power varying from 40,000 to 200,000 horse powers according to the stage of the water. As it never freezes in winter, the power is always available. Lying within such easy reach of Portland—only fifteen miles—and connected with it by both rail and river, Oregon City's interests are closely allied to those of the metropolis. Two motor lines are in prospect to give cheap and rapid communication, in addition to the six trains on the Southern Pacific and the six round trips of the steamers of the Oregon City Transportation Co. The freight boats of the Union Pacific and three steamers engaged in freighting from the mills and factories also ply on the river.

At present the industries are as follows: On the west side of the river, along the locks that take steamers around the falls and were built at a cost of \$500,000, are the Crown Paper Mills, the Willamette Pulp and Paper Mills and an excelsior and shoddy mill. The first named is engaged in the manufacture of straw paper and straw board, and is equipped with the most improved machinery for that purpose. This establishment is very complete and a model of perfection. It is the one farthest to the right on the farther side of the river as shown in the engraving on the center pages. The other buildings are those of the other company. At present they are making wood pulp only, and shipping it to California, but a mill is now being built by the others to utilize the pulp in the manufacture of news paper. The pulp is made in two mills, one using fir wood by the sulphite process and the other cottonwood by the water process. Fully \$1,300,000 have been expended in putting these industries into working condition. Below the mills is a factory where excelsior for furniture is made from cottonwood, twelve cutting machines being at work. Shoddy is also manufactured. On the east side of the river the largest industry is the extensive woolen mills of the Oregon City Manufacturing Co. The plant was largely increased this year, the building being doubled in size. In the mill proper and the hose knitting factory 250 hands are now employed. The factory is the long building with a tower. Just beyond it is the larger of the two flouring mills, which have a total capacity of 800 barrels per day. The building nearest the falls is that of the Willamette Falls Electric Light Co., where is generated the electricity that lights both Oregon City and Portland, fifteen miles distant. Opposite the woolen mills and abutting on the railroad is the Portland cement works. In the rear of the woolen mills is a soap factory where twelve men are employed. The Gladstone Furniture Manufacturing Co. is employed in making both hard and soft wood furniture, and a factory is turning out rustic chairs, etc., chiefly of woven hazel brush. There are two saw mills in the city of a capacity of 50,000 feet in ten hours, and near by are two others with 20,000 feet capacity. A sash and door factory turns out a large product. During the season a large fruit cannery has been operated by the Oregon City Packing Co., giving employment to more than 200 hands, and turning out \$100,000 worth of goods. There are also a brewery, artificial ice works with a daily capacity of two tons, a foundry and machine shop, a factory where boxes, counters, etc., are made and another where tables, brackets, etc., are turned out. At present but 6,000 horse powers are utilized, and there is ample room for other industries. Negotiations are in progress for the location there of extensive fence and wooden ware works and a large carriage factory. Gradually every available foot of land and power from the falls will be utilized. It will be observed that the industries enumerated are manufacturing for the general market, and, hence, bring in outside money, as well as lead to the establishment of local industries.

Under the impulse of her manufacturing development Oregon City is growing apace. She has more than doubled in population the last two years and approximates now 3,500 inhabitants. Building improvements have been very extensive, among which, in addition to the factories, are a fine three-story brick, by Charman Brothers, a handsome brick and stone by the Commercial bank of Oregon City, fine churches by the Methodists and Congregationalists, and about 150 residences, one of which cost \$16,000. The spirit of enterprise has taken possession of the people. The board of trade is actively at work promoting the city's interests. A movement is on foot for the amendment of the city charter, so that the city can improve its streets, lay good sidewalks, put in sewers and otherwise put itself in better condition. Its trade has become very extensive, as is evidenced by its large stores and the two banks. A fine, free suspension bridge spans the river, and affords easy communication, and it is expected that the high lands on the west side will soon be covered with residences. A fine summer hotel is talked of on the heights. The site is high and healthful, the forest is at its door, and the view of the river, falls, mountains and grand old Hood is entrancing. With a motor line to Portland such a resort would be crowded constantly.

The attention of capitalists and manufacturers everywhere is called to the merits of this place as a manufacturing site. Ground and power can be secured at a nominal price, and the shipping facilities are excellent. The industries that improve the present favorable opportunity to locate there



FALLS OF THE WILLAMETTE, AT OREGON CITY, OREGON.

will have much to be congratulated upon a few years hence. Transportation conditions are changing rapidly for the better, so that manufacturing for the general market will constantly increase, and these improvements must make the water power at Oregon City more valuable every year.

Many letters are received paying the highest compliments to WEST SHORE, and expressing appreciation of the work it is doing. From such a letter recently received from Mr. P. Outcalt, secretary of the Columbia Fire & Marine Insurance Company, the following extract is given to show what an intelligent and practical business man thinks of the work WEST SHORE is doing, and can do, for Oregon: "I am myself satisfied, as no man can help but be who is in any degree familiar with the history of such enterprises in other sections of the country, where the good effects of pictorial publications have been persevered in, that there is much material here at hand in Oregon for employment in that direction, and it is true also as I regard the matter, that just now when Oregon is in that rapidly progressive stage which as I firmly believe will mark her history for the next ensuing twenty years, that there is not only especial need for the fulfillment of such an idea as you have inaugurated, but besides this, it is quite as plainly apparent that as to the enterprise itself, these very conditions should serve to stimulate, and prosper it in a surprising degree."

THE NICARAGUA CANAL.

The Portland chamber of commerce has suggested for discussion at the annual meeting of the national board of trade to convene in New Orleans next Monday, "The importance of the completion of the Nicaragua canal and the influence it will have on the commerce of the Americas." This is a subject that particularly concerns the Pacific slope of the United States



TOWN AND CATHEDRAL OF LEON, NICARAGUA.

and the people cannot become too familiar with the details and scope of the enterprise.

Ever since the fabulous wealth of India became known to civilization the commercial world has been possessed of a passion for seeking out a short cut to that antipodal realm. The real dangers of doubling the Cape of Good Hope were magnified a thousand fold by the superstitious fear of the early mariners, and any other route would have been a grateful relief to the East India traders. Columbus was aiming for the Asiatic coast when he stumbled against America, and for a time supposed he had found it. When this error was discovered some plan was sought whereby the American barrier might be circumvented. The construction of an artificial water-way across some part of Central America to connect the two oceans was the first plan suggested and the Spanish conquerors devoted no inconsiderable portion of their energies to the development of this scheme. In 1529 water connection between Lake Nicaragua and the Caribbean sea was discovered and quite a lively trade grew up between the West Indian colonies and the interior of Nicaragua. But the Spaniards could not stop in their mad rush for plunder to perfect the details of an industrial enterprise of this sort and the turbulent political state that succeeded the Spanish invasion was not calculated to invite interest from abroad. Early in the present century, however, Louis Napoleon formed a plan for getting water communication across Nicaragua via the San Juan river and Lakes Nicaragua and Managua. But the futile attempts to discover a "northwest passage" to India, and the many uncertainties involved in crossing Central America induced the commercial world to receive with favor the scheme of ditching across Suez, which was carried into effect by the eminent Frenchman who recently wrought such a gigantic failure on Panama, M. de Lesseps. This, for a time, furnished the relief sought. It opened a practicable water-way between Europe and India and China. But the rapidly growing commercial interests of the western slope of America soon recalled attention to the desirability of a short cut from the Atlantic to reach this new country, and the Panama and Nicaragua schemes are the result. The Panama canal is already practically out of consideration. The most feasible plan for getting across that isthmus is the Eads ship railway, but this is an undertaking scarcely less stupendous than the de Lesseps canal, and is not likely even to be attempted unless the Nicaragua canal enterprise should prove a failure, which it is not likely to do.

The great trading nations of the world are situated on the Atlantic ocean, and the problem has always been how to reach the marvelous natural wealth of the lands bordering on the Pacific without traversing the storm ridden Southern ocean, or the even more perilous Arctic. Suez scarcely lessens the demand for a western route. Napoleon called Nicaragua the "key to the western Bosphorus." Of late years considerable attention has been given to the details of constructing a ship canal across Nicaragua. The

project is of vital interest in the commercial circles of both shores of America as well as beyond the seas.

The practical work of building a water-way for ships across Nicaragua has been fairly begun. The route adopted by the present company is not the same as that proposed by Louis Napoleon—at least an important part is different. By reference to the bird's eye view of that peninsula on the last page of this paper a good idea of the topographical features of the country may be obtained. Lake Nicaragua in the center, has communication with the Caribbean sea by the San Juan river, a stream of considerable size that will be utilized in the ship channel. To the northwest of Lake Nicaragua is Lake Managua, a shallow, rocky sheet of water. The Napoleon scheme was to pass through both these lakes and make a canal across the Plain of Leon from Lake Managua to the Pacific coast. The present enterprise contemplates cutting direct from Lake Nicaragua to the Pacific, thereby saving many miles of distance and much time for the transfer of vessels when the water-way shall be opened for traffic. The western border of the lake is but twelve miles from the Pacific ocean, from which it is separated by a divide forty-two feet high. The surface of the lake, however, is 110 feet above sea level, so the summit of the divide between it and the ocean is 152 feet above the sea, which elevation must be overcome by lift-locks in the canal.

The details of work to be done are, roughly, a breakwater at Greytown, on the Caribbean sea, dredging thence to the westward ten miles through alluvial ground; then a lock of thirty-one feet lift. Two miles beyond there will be a second lock or double lock, of the combined lift of seventy-five feet, and a dam across the small stream Deseado, above which will be a basin affording four and one-half miles of free navigation; then a rock cut about two and three-fourth miles in length, followed by twelve miles of free navigation in the valleys of two small rivers, the San Francisco and the Machado. Here the water will be raised by dams and embankments, and the basins will connect directly with the San Juan river above a large dam across that river, which will raise the surface level in the river and lake and secure additional free navigation of sixty-four and one-half miles in the river and fifty-six and one-half miles across the lake. On the western side of the lake the canal enters a cut of slight depth in the earth and rock, nine miles long, issuing thence into the Tola basin, with five and one-half miles of free navigation obtained by damming the small stream, the Rio Grande. At this dam a series of locks lowers the level eighty-five feet and the canal proceeds in excavation down the valley of the Rio Grande, a distance of two miles, to the last lock, a tidal lock of twenty to thirty feet in lift, below which the canal enters the upper portion of the harbor of Brito, one and one-half miles from the Pacific ocean.



A FUSTIC TREE IN THE LINE OF THE NICARAGUA CANAL.

The following statement of the arrivals and departures of registered marine craft at the principal Pacific coast ports of the United States during the past year speaks of the importance of the trade that reaches the western shore:

	ARRIVALS.		DEPARTURES.	
	Number,	Tonnage,	Number,	Tonnage,
Puget sound.....	170.....	285,600	225.....	335,625
Columbia river.....	101.....	137,888	124.....	161,137
San Francisco.....	136.....	228,565	286.....	476,362

Looking at a map of the world it is easy to understand why the Nicaragua ship canal will have such an important influence on commerce between Europe and the Pacific coast of America. Vessels must spend many weeks in crossing and recrossing the tropics and making the dangerous passage around Cape Horn. Besides the long time and extra hazard of such a trip many cargoes have to be specially guarded from damage by the great changes in temperature and other atmospheric conditions in traversing such a wide sweep of latitude. When the difficulties of the voyage are considered in connection with the rapidly developing commerce of Western America, the immense advantage of having a short cut between the oceans becomes apparent. Trace a line from Liverpool or London or Hamburg to San Francisco or the Columbia river or Puget sound and note the vast detour to the south that would be saved by some means of crossing the isthmus either at Panama or Nicaragua. The distance is shortest by the Nicaragua route. The hundreds of merchant vessels in the Pacific coast trade could, of course, do a good deal better service over the short route and business would experience the benefit that would accrue. Let us consider some of the distances saved by the Nicaragua passage. Between Hamburg and Portland about 6,000 miles would be saved. In sailing between New York and Portland the distance around the Horn is 15,500 miles, and via Nicaragua less than 5,500 miles. From New York to Yokohama some 6,827 miles would be saved by the Nicaragua cut; to Hong Kong, 4,163 miles; Melbourne, 3,290; Sandwich Islands, 7,842 and to Valparaiso, 5,050 miles would be saved. Between Portland and New Orleans the new route would be over 11,000 miles shorter than the present; between Portland and Liverpool the route would be shortened about 7,000 miles. Even between New York and Canton the route via Nicaragua is 500 miles shorter than via Suez. Portland is 3,219 miles from the western end of the Central American improvement. No canal could elsewhere be constructed that would save the sailing distances that Nicaragua will save. Its cost is usually estimated at about \$65,000,000, and the date of its completion placed in 1895. Then moderately fast freight steamers will make the voyage between New York and Portland in about two weeks, thereby distancing freight trains and greatly cheapening the cost of transportation between the two seaboard of America.

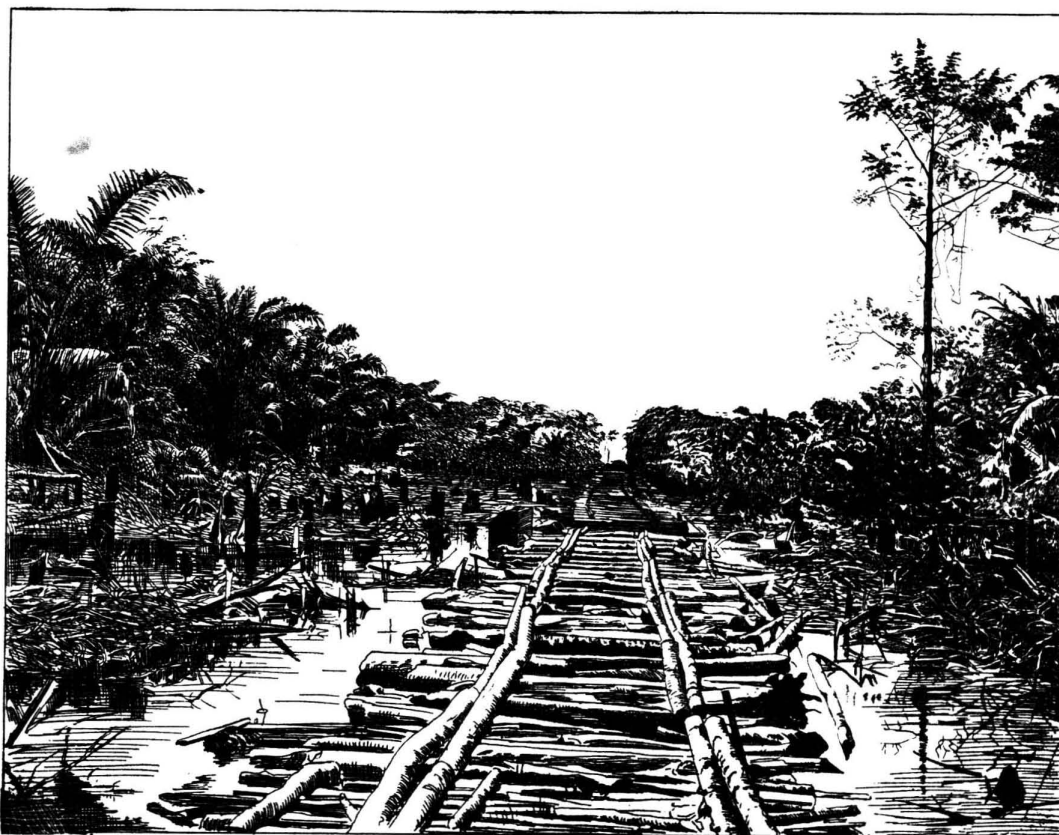
It cost \$350,000,000 to demonstrate that the Panama canal could not be built. The Suez canal cost \$100,000,000 to construct and the annual operating cost is about \$1,000,000. The first year, 1870, the receipts from tolls at Suez were \$869,152, and in 1888 they were \$12,607,524 on 3,440 vessels aggregating 6,640,834 tons burthen. The traffic in sight for the Nicaragua canal when opened in 1895 is about 7,000,000 tons, which, assuming the toll to be \$2 per ton, will bring in \$14,000,000. This, allowing a reasonable amount for operating expenses, would pay six per cent. on an investment of \$200,000,000.

In addition to the enormous and world-wide advantages that will result to commerce from this improvement, there will be unfolded a source of great wealth in the country through which the new commercial way will pass. Nicaragua is naturally a rich country, though its resources are entirely undeveloped. There are but few white people in the country, more than half the inhabitants being full-blood Indians, and a considerable number of mixed-blood. The largest town in the state is Leon, a glimpse of which is shown in the accompanying illustration. It has a population estimated at 30,000. On the fertile plain about the town are many American settlers engaged in farming and stock raising, which industries, however, are much in need of a good market. Massaya has a population of about 14,000, Granada 12,000 and Managua, the generally recognized capital, about 10,000 people. Rivas, the former capital, is now a town of about 8,000 inhabitants, but it is situated on the route of the canal, the construction of which will bring much

more than its old time importance. Of course these cities are not built in accordance with sanitary laws and the lives of the inhabitants are full of excesses, so the mortality rate is high, though there are not the deadly fevers that made such havoc in the forces at Panama. With reasonable care as to diet and exposure there is no reason why people should not enjoy as good health in Nicaragua as in most other countries.

Among the products of the country the dye woods are best known abroad. The fustic trees of Central America contribute considerable to commerce—indeed, nearly all the foreign trade of the country is in dye and ornamental woods. There is no question but that the agricultural resources of Nicaragua and the adjoining state of Costa Rica, which the canal touches along a portion of its course, could be extensively developed. Immigration of the right sort will bring those somewhat obscure political mosaics rapidly to the front.

One of the engravings accompanying this article shows a gigantic fustic tree in the line of the maritime canal. Thirty men worked at one time in felling this tree. It is low land where these dye woods grow and there is difficulty in getting them out to market, especially when they are of such great size. This picture was made from a photograph and, though no dimension figures are given, a good idea may be formed of its size. The illustration of the town of Leon is characteristic of that country. There are many religious structures that comport illy with their squalid surroundings, as there are in most of the lands where the picturesquely religious Spaniards



RAILWAY BUILDING IN A NICARAGUA SWAMP.

made their impress in the early day. There is much of interest to the antiquarian in various parts of the country. The picture on this page shows the method of building a railway to be used in the construction of the maritime canal. The rough timber on the matting makes a foundation for the filling that is necessary. The country is bountifully timbered so there is no difficulty in getting such material to work with. The improvement of the harbor of Greytown, at the Atlantic end of the canal, is of the same kind as that at the mouth of the Columbia river which has been fully illustrated in these columns. It consists of long jetties constructed of piles and matting weighted down with enrockment, the object being to prevent obstruction to the harbor by the sediment that naturally washes down the coast to that point. When the breakwater and jetties are completed Greytown ought to be a first class harbor.

The influence of the Nicaragua maritime canal must be important on the Pacific coast of America because this coast suffers most from the present necessity of practically circumnavigating South America in order to exchange products with the commercial powers on the Atlantic. Instead of requiring nearly a year to make the round trip to Liverpool or London the time will be reduced to about six months, and many of the dangers of the voyage will be avoided. The canal would afford a great measure of relief to the annual grain blockades in the northwest.

THE WHEAT BLOCKADE.

Annually there is difficulty in getting transportation for the grain raised in the inland empire, comprising Eastern Oregon, Eastern Washington and Northern Idaho. Soon as the wheat harvest is fairly under way there is a demand for shipping accommodations that the transportation companies can not wholly meet, and, as a result, the grain lies piled by the railway or on the banks of the river until some means of moving it can be provided, and it not infrequently happens that the piles of grain in sacks lie on the banks of the Snake river until the succeeding spring when the water rises to a stage that will permit boats to navigate the stream. Those engaged in grain raising become accustomed to this annual congestion and accept it as inevitable. Last year, however, the Pacific Coast Elevator company and the Northern Pacific Elevator company built systems of grain elevators, the former along the Union Pacific railway and the latter along the line of the Northern Pacific in the grain country, and it was expected that the method of handling the product thus introduced would relieve the producers by enabling them to market their crop whenever desired. The season's crop was light and little difficulty was experienced in disposing of it. But this year the biggest crop ever raised in the inland empire was threshed and the greatest wheat blockade ever known in this country resulted. The elevators were filled at once and without appreciably lessening the vast quantities that came pouring in from the ranches. Around the elevators and warehouses and along the railway tracks millions of bushels were piled upon the ground awaiting shipment to the seaboard. Finally the terminal elevators were filled and every available vessel laden with wheat and the supply continued to accumulate at the shipping points. The blockade was at its greatest height about the middle of November, since which time it has been constantly diminishing.

Early in the season the eastern market was in such a condition that it was profitable to ship wheat to Minneapolis and Chicago from Oregon and Washington. A great many of these consignments were made during the month of September and one result was to tie up for six or eight weeks cars that should have been actively employed in getting the grain to the Pacific seaboard. Billing wheat east ceased, however, when the great necessity for prompt movement was impressed on the railway companies, and but little has gone thither during the past six weeks. The transportation matter is now reasonably well in hand and there is a good prospect of getting the grain out this month, except such as can not be delivered at the railroads by team, and such as the owners prefer to hold until spring.

In the Palouse country of Eastern Washington the grain blockade is greatest. Eastern Oregon and the Walla Walla country do not experience so much difficulty, but along the Snake river and throughout the country to the northward the blockade reaches enormous proportions. The estimated yield of wheat for the Palouse country, which may be defined as that region lying between the Snake river on the south and the Northern Pacific railway on the west and north, is between 10,000,000 and 12,000,000 bushels this year. Garfield, Columbia, Walla Walla and Umatilla counties together produced about the same amount. This is the biggest crop ever raised on a similar

acreage in the world. The average yield per acre for the whole area will exceed thirty bushels of an excellent quality of wheat. The Union Pacific's Spokane-Pendleton line traverses the heart of the country with a branch from Winona junction through the Pleasant valley section and joining the main line again at Seltise, near Tekoa. Another branch runs from Colfax to Moscow, Idaho, and still another from La Crosse junction to Palouse junction on the Northern Pacific main line. The Palouse branch of the Northern Pacific traverses the country from Spokane Falls to Genessee, Idaho, with a branch from Pullman to Moscow. Moscow, Pullman, Oakesdale and Garfield are the points where the two companies compete for business, and more grain reaches those stations than any others because of their location, and the prospect for prompter movement where competition is sharp. In

getting to the seaboard the Northern Pacific must cross the Cascade mountains and a locomotive can draw but few cars on those heavy grades. In getting out of the Palouse country the Union Pacific must ascend Alto hill which exceeds a three per cent grade and makes necessary a great deal of extra power to get trains over it. So the two roads are about equal as regards the difficulties in hauling the trains loaded.

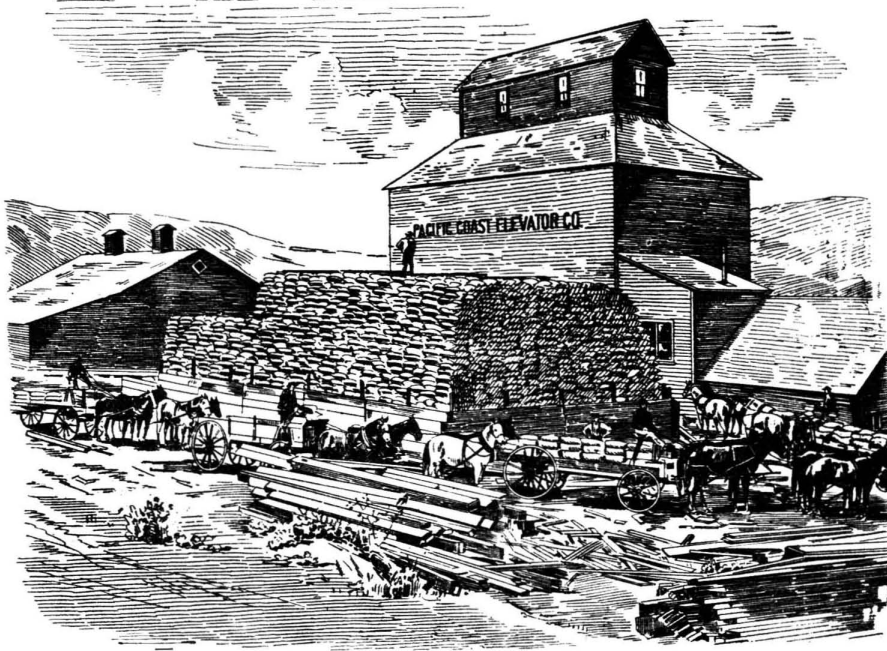
There is always an extra demand for freight cars after harvest, both east and west, and the roads can rarely keep up with the business offered at that season. But the extraordinary crop of the inland empire greatly increases the difficulty there this year. The elevator people bought to the extreme limit of their storage capacity and could not get cars to relieve their bins. Then they bought and piled the

grain on the ground. When cars were obtained the terminal elevators were soon filled, notwithstanding the fact that every available vessel was also loaded. Under these conditions the price constantly fell and the market became dull. Then the Farmers' Alliance people entered the field and endeavored to check the fall in price by holding the grain and providing some sort of storage independent of the elevator and railway companies, but without very general success. So the price, which at the opening of the season had been about fifty-five cents a bushel, lowered to forty cents in bulk and forty-three for wheat in sacks. Of course there was not much

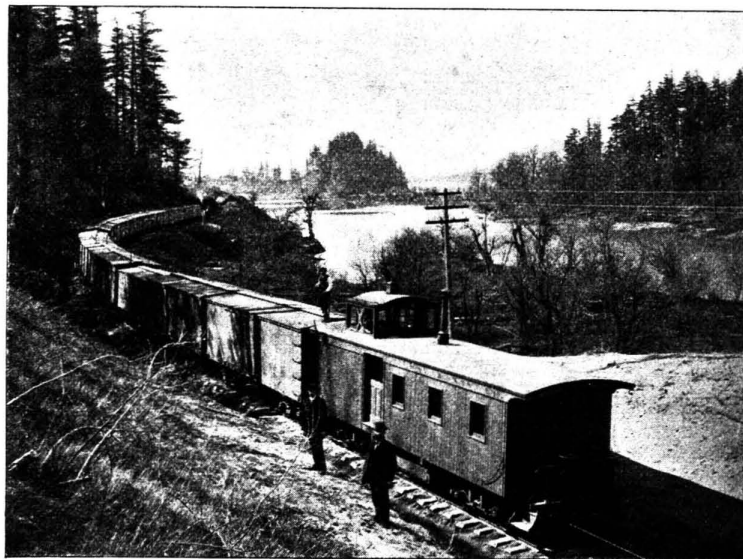
offered at this low price and the railways then began to gain on the freight. There is no question but that the price will advance when the shipments can be handled promptly. But the prompt handling of grain does not all depend on the railways; the vessel tonnage procurable at the seaboard has an important bearing on the case. Adequate terminal storage facilities would greatly improve the situation.

The producer usually delivers his grain to the railway in sacks. The elevators are fitted to handle it in bulk but all the overflow has to remain in sacks. This is piled on platforms about the elevators or depot buildings or along a spur where there are no buildings. Where the owners despair of getting cars before damaging weather will arrive some sort of protection is provided—a rough board roof and boards on the windward side perhaps. The accompanying illustrations are from pho-

tographs taken by a WEST SHORE artist, and show exactly the appearance presented at certain points in the Palouse country. The front page picture shows a portion of the overflow at St. John, a station on the Union Pacific that is only one year old. The piles represented in the engraving contain



WHEAT BLOCKADE, PULLMAN, WASH.

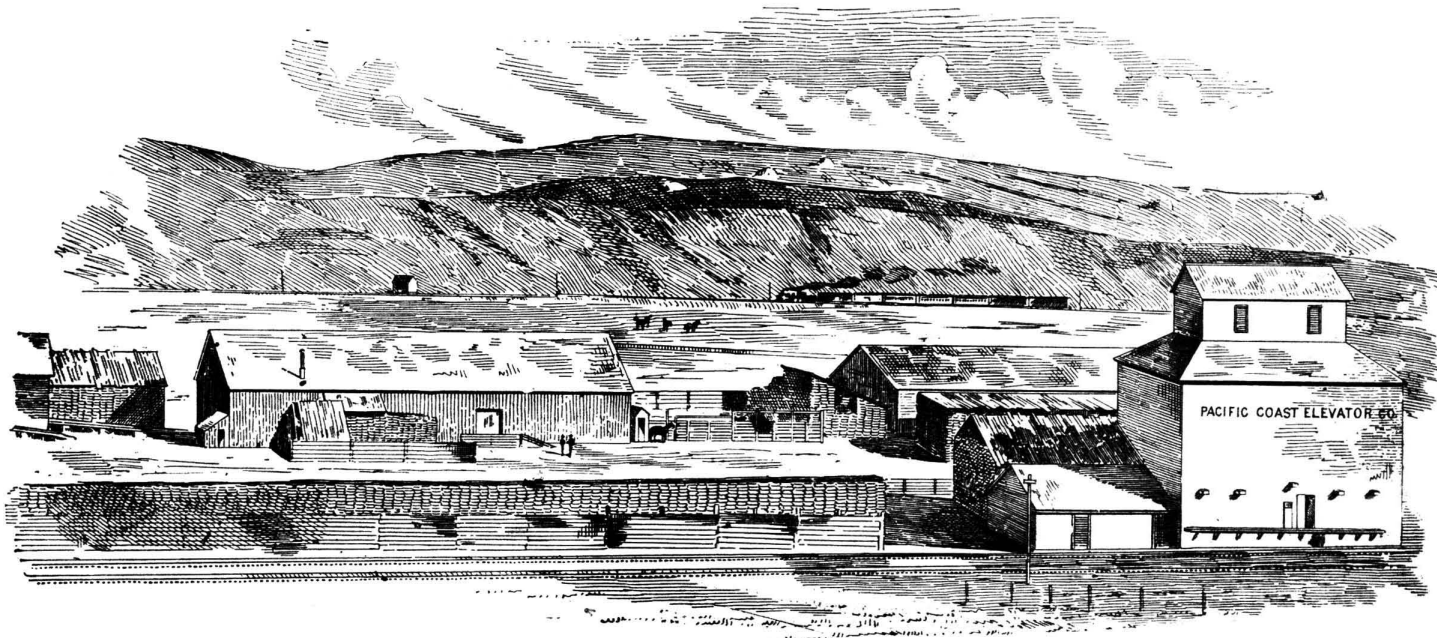


A WHEAT TRAIN ON THE COLUMBIA RIVER ROUTE TO PORTLAND.

about 40,000 bushels. About 150,000 bushels were marketed there this year, most of which was the first crop the land produced.

Another illustration shows a scene at Pullman, near the Idaho line. The elevator, warehouses and numerous overflow piles at Oaksdale, another junction of those roads, are shown in the second picture. More than 1,000,000 bushels were shipped from that station and about the same amount from Garfield junction. The last cut shows a pile of grain along the track in the open country. These are representative scenes in the blockaded country and nearly every station presents the appearance shown in one of

increase in acreage promises to be more rapid than the facilities for handling the grain. The Northern Pacific has already reached its limit. It could not carry another bushel of grain if it had all the cars it could load. Two huge engines can draw but twelve loaded cars over the mountains at a time, and but twenty such trains can be handled in that manner daily. This sets the limit of capacity of that road at 120 cars each way, which can not be exceeded until a double track is laid. The great expense of hauling grain over the mountains as compared with that of the water level route down the Columbia, points unmistakably to the channel through which the



WHEAT BLOCKADE, OAKSDALE, WASH.

these pictures. The farmers still hold considerable quantities of grain, owing to its low price, but they will sell when the price advances or when they become satisfied that it will not soon advance, for most of them need money to pay for implements and other expenses. Last winter's ravages on stock brought many of the ranchmen to depend entirely on their grain for revenue, and they will market their crop as soon as possible. The farmers want more railways so as to reduce the freight rate as well as to decrease the chances of blockade. Many of them advocate the scheme of a railroad to be built by the state to give a direct outlet to tide water for their products. The opening of the Columbia will benefit this region greatly. The producers are certainly entitled to relief. It is pretty certain that a

bulk of the grain will always flow. With the Union Pacific better equipped and with the Hunt line built the facilities for the transportation of grain from the inland empire will be much improved. A very important thing is the opening of the Columbia and Snake to continuous navigation from Lewiston to Astoria. A hard fight will be made in congress this winter to secure an appropriation for a ship railway at Celilo, and work will be pushed next season on the locks at the Cascades. It will, however, be several years before these great works are completed, and the field for railroads is a good one. No matter how great the facilities promised, the increased production will keep ahead of them. Another important thing is the increase of storage elevators. Not only must more and larger ones be built at shipping sta-



WHEAT BLOCKADE, FLETCHER SPUR, WASH.

goodly measure of benefit would result from sharper competition. Bountiful crops ought to be welcome even if they can not be marketed as early as is desirable. This will pass into history as the greatest that has ever occurred in the northwest; but to avoid its repetition greater facilities for handling grain must be provided. This shows the urgent necessity of another line down the Columbia river, the natural channel by which the products of that vast region seek the ocean. The Hunt railroad, for which Portland subscribed \$2,000,000 of bonds, is an absolute necessity, not only to the city but to this land of wheat. Even with that line in operation, the

tions, but huge terminal elevators must be erected at Portland for the storage of grain awaiting vessels for loading. What is wanted for rapid and cheap handling of grain is the elevator system of handling it in bulk. A beginning has been made, but it is only a beginning and should be pushed ahead until the handling of wheat in sacks shall have become a thing of the past. The necessity of sacking wheat for shipment around the Horn is one thing that will keep the sacks in vogue for some little time, though there is no reason why line elevators should not handle the grain in the bulk now.

West Shore



MANUFACTORIES AT OREGON'S GREAT WATER POWER—OREGON CITY.



MY CROWN.

O, poetry is only a jangle of rhyme,
 And there's very cold comfort in art,
 And music can live in the basest of souls—
 They are none of them worth one heart.

The emerald is radiant, the diamond aglow,
 And the opal will never pale,
 And the pearl—but what are all jewels of earth
 To a heart that will never fail?

It's all very well to be wealthy and wise;
 It's all very well to be free;
 But the strong, true love of a steadfast heart
 May the good God give to me!

You may have your crowns that are crusted with gems,
 Your poetry, music and art,
 And the world may go by—I shall never sigh,
 If it leaves me one faithful heart.

A man always thinks his last love is the strongest and purest one of his life; but then—some men have so many last loves!

Emerson says, "The first wealth is health." Yes, and the first health is happiness, and the first happiness a clean conscience.

J. G. Holland says that "girlish attachments and girlish ideas of men are the silliest things in all the world." But only consider, Mr. Holland! If men were but one-half so good as young girls believe them to be, or worthy but one-half the pure and trusting affection which young girls frequently bestow upon them, what an improvement there would be all around. There might not even be then men so small-minded as to sneer at affections which they are utterly incapable of comprehending or appreciating.

Not long ago I saw a row of great, old-fashioned sunflowers leaning over the fence that enclosed a kitchen garden. Dear, beautiful, golden things with hearts of velvet—how I love them! And how sorry I am to see them crowded, step by step, to the back places and the shabby, out-of-sight places, like the old man who is in the way in his children's fine house, and who is driven, little by little, over the hill to the poor house. Seldom is it to-day that you see sunflowers, even in the country where God certainly meant they should grow; and when you do, they seem to have a timid, apologetic air, as much as to say, "I'm sure it's not my fault I'm here." Flashing past a row of them the other day on a train, my heart went back to one who used to love them; and for one moment I saw her standing with glad, young arms upstretched to them, and those remembered eyes sweet with love of them. One moment—and sunflowers and vision were gone.

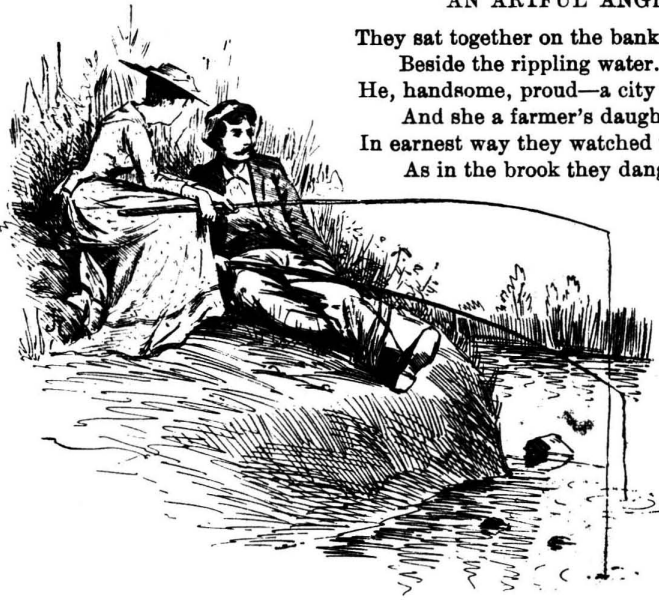
Oftentimes our heart says one thing, and our common sense another; and you who listen to the pleading of each, be careful how you decide whose voice to follow. Once I received an anonymous letter, in which the writer stated that she was a young woman, and that she was in deep trouble; that she had no relative or friend in whom she could confide, and that she fancied if I would let her tell me her trouble, I might say something to help her or strengthen her. It was a very simple, pathetic letter, and it touched me deeply; but she closed by saying that if I replied, I must address her as Mr. —, and she gave a fictitious name. This was like a cold shower-bath to a fever patient. I felt a sudden distrust, naturally, I think; and the longer I pondered upon the matter, the more undecided was I. "Write her," said my heart, "the kind of letter that I will dictate—warm and trustful and true." "O, yes," said my common sense, laughing immoderately, "do, by all means, make a laughing-stock and a sentimental fool of yourself. Run around the country, and acquire a reputation for doctoring souls." "She is in trouble, and alone; you know what that is," said my heart, with gentle intonation. "She is trying to draw you out," said my common sense, still laughing, as if at a great joke. "Spider like, she is inviting you into her parlor; by all means, walk in." Finally, I made a kind of compromise. I answered the letter, but I allowed my common sense to guide my pen, locking the door while I wrote, that my heart could not get in. I wrote her kindly, and gave her permission to tell me all her trouble; but I felt that it lacked the true ring of human sympathy—of human trust. It sounded cold and guarded; and although after it was sealed, I opened it

and allowed my heart to add a little, tender post-script, still I was not satisfied when it was gone, for I knew it was not the kind of letter that would have opened my heart, had I been the one in trouble. From that day to this, although only a mountain chain lies between that unknown heart and mine, not a word has there come to me. It is a trifling matter, you will say. Perhaps, yes; yet, is it? Why, there are times when the thought of it crushes me. How would you feel if, once, a little child, tottering in its first walk, reached out frightened arms to you—you, who could walk—to help it; and you had responded so coldly that it had shrunk from you in fright, and fallen, never to rise again? Then, think of a soul in darkness, reaching out blindly to a stronger soul—stronger in that it has already learned to bear darkness—to help it, to save it; and to meet only a practical, guarded coldness from which it shrinks back to its own despair! Better to be deceived a thousand times than to lose one chance to lighten a heavy burden. Sometimes, let your heart be stronger than your common sense.

"Will," I heard a wife say, timidly and hesitatingly, the other morning as we left the breakfast table; "could you spare me ten dollars?" Then, without giving him time to reply, she added in a tone of almost cringing apology: "I—I want to—er—buy a pair of boots." The man who a moment before had been the courteous, affable host was converted instantly into the grim tyrant who holds the combination to the cash-drawer. His brow darkened, as he reluctantly put his hand into his pocket. "Do boots cost ten dollars?" he enquired, with cold, but crushing, sarcasm. "No," replied the wife, still in that weak, small voice; "they cost only seven, but I—I need a pair of gloves, also." "O, a pair of gloves"—and now there was a good sized sneer in his voice; "anything else?" "No," she replied, forcing a pale smile to her lips for my benefit; "nothing else." As he flung—not handed—a ten dollar bill at her, that man gave her a sudden, dark look of suspicion. "Where is that five I gave you last week?" he demanded. "I spent it, every cent, for clothing for the children," she answered, with that sudden, shamed loss of countenance which I have often seen in wives who are bullied about money. The husband sneered again, forgot even the courtesy of bidding his guest good morning—so readily, ah, me! does a greed of gold convert a man into a beast—and went out, banging the door violently behind him. "Will is as good as gold," said the little woman, with the most pitiful attempt at cheerfulness I ever beheld; "but he does love to tease me about money." Tease her? God help her! I did not look at her, but I felt that her eyes and her heart were full of tears of shame. Before she married, she earned \$1,000 each year teaching; and having only herself to support, she had been able to live comfortably, dress well, and have considerable "spending" money. She had married, for love's sake, a poor man; and ever since she had worked like a slave, economized, encouraged him in every way, even sitting up nights and doing all the work on his books. Now he was a wealthy man, while she—behold the difference, O my reader—was only a slave. She could not go in the society to which she by every right of grace and refinement belonged without dressing appropriately; she could not dress without money; and she could not get the money without *begging*. Therefore, she remained at home. Her husband, on the contrary, dressed well, smoked imported cigars, drank fine wines, and belonged to a fashionable club—and you and I both know something about the cost of that alone. Now, I hold that when a poor woman marries a poor man, and performs the common, coarse labor of housekeeping, from washing dishes and mopping floors up to the family sewing and the making of wine jellies, (to say nothing of the duties of wife, mother and nurse,) she earns fully half of the family living; and that after household expenses are paid, half of what remains of the husband's salary should be paid to the wife. I have heard men say to their wives: "Am I not generous with you? Do I not give you all the money I can afford to give you?" The wisest of them does not seem to realize that he gives his wife not his money, but her own, and that it is not a question of his magnificent generosity but of her simple rights. Do not let me be misunderstood; I am pleading only for the woman who works as faithfully inside the home as her husband does outside. For the woman who marries with the idea that she never was created to work; who lounges about in lovely gowns, and reads novels, and paints a little on velvet; who sleeps late because "cook can give Charlie his breakfast, you know;" who believes that Charlie owes her every luxury simply because she condescended to marry him; and whose highest ambition in life is to wear the most "fetching" costume at such and such a ball, or induce somebody else's husband to admire her, while her husband toils early and late to give her these luxuries, for this woman I have nothing but contempt and the keenest pity for her husband. But where two have worked and saved, and accumulated wealth together, I say half is the wife's, and shame upon the man who thinks he gives his wife money and is "generous" to her, when he is simply turning over to her custody her own money! I do not care to see the day when women may vote, but I do care to see the day when no wife will ask, like a mendicant and beggar, of her husband the money which she herself has earned. Think about it, husbands.

AN ARTFUL ANGLER.

They sat together on the bank,
Beside the rippling water.
He, handsome, proud—a city chap—
And she a farmer's daughter.
In earnest way they watched their lines,
As in the brook they dangled,



"Deaf and dumb people are more or less superstitious."
"Why?"
"Because they believe in signs."

NO TROUBLE TO MEET BILLS.

BRINDLE (distractedly)—I don't know what to do; I can't meet my bills.
LITWAITE (sadly)—I wish I couldn't.

RAPID TRANSIT.

KEEPIIT—I can make a dollar go much farther than you can.
SPENDITT—Don't believe it. I can make one go clear out of sight in about half a minute.

NOT ALWAYS.

BLINKS—Troubles are always double in this life.
BJINKS—Not always. All children are not twins, praise the Lord!

IT NEEDS INSTRUCTION.

MRS. SNOOPER—I see that the typewriter is being introduced into the public schools.
SNOOPER (who has bought one)—That's right! I hope they'll teach the blamed machine to spell.



WESTERLY—I am no vegetarian. On the contrary, I am very fond of animal food.
FARMER MEADOWS—What sort uv animal food d'ye like—oats and hay, or swill?

"I see you reading a great deal, James," said a passenger to the Pullman porter. "What is that book you are so interested in?"
"Dat, sah, am my bank book, sah."

"I think I must be a relative of yours, Mr. Drum."

"Perhaps; but you have the advantage of me, sir."
"My name is Fife."

Intent to keep them wide apart
For fear they'd get entangled.

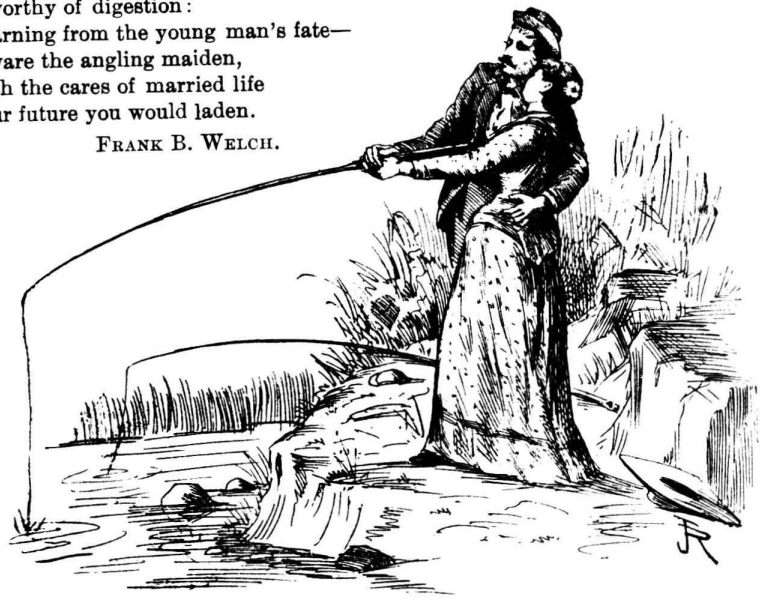
Ere long the maiden hooked a fish
Which offered much resistance,
And which she vowed she could not catch
Without someone's assistance;
The space between the anglers then
Became somewhat contracted;
And there a very touching scene
Was speedily enacted.

The struggling fish upon the hook—
A poor deluded creature—
Of th' situation then became
A secondary feature.
The artful maiden angled well
To catch a city hubby,
And he the tempting bait absorbed
And "caught on" like a chubby.

MORAL.

Of course this fishy little tale
Contains a wise suggestion,
Which to young men on fishing bent
Is worthy of digestion:
Take warning from the young man's fate—
Beware the angling maiden,
Lest with the cares of married life
Your future you would laden.

FRANK B. WELCH.



"Do you believe in hard money?"
"Indeed I do; money never did seem harder to get than now."

"It's hard to disperse a crowd of fat people."
"For what reason?"
"Such a crowd can't be expected to thin out rapidly."

MISFIT.

A fitting maid for eulogy
Is she who smiles coquettishly
From out the snug bay-window seat—
Ah, how my pulses wildly beat!
Ah, how I feel her witchery!
No man, I'm sure, could happier be,
Possessing such a lass as she;
For my bard's best rhyming feat
A fitting maid.

But as the curtains part, I'm free
From all this thrill of ecstasy,
For then a dozen costumes neat
My most astonished gaze do meet—
A mantua-maker she—ah, me!
A fitting maid!

NATHAN M. LEVY.

SHE—Are you fond of dates, Mr. Callow?
HE—Oh, yes; I have a date almost every evening in the week.

PUGGSY'S BREAK.

DIRTY DICKSON—Puggsy's gittin' to be a reg'ler dude.
WEARY WATKINS—Whaz he done?
DIRTY DICKSON—He washed hisself this mornin'.

HUMAN NATURE.

RAMBO—Let's go on the other side of the street.
POMPOUS—This is much pleasanter.
RAMBO—I know; but they're hoisting a safe on the other side. Let's walk under it.



PROGRESS AT NORTH DALLES

In its issue of October 11, WEST SHORE gave an engraving of the large shoe factory in process of erection at North Dalles, Washington. This is an ornamental brick structure three stories in height, with a tower, and is now nearly ready for manufacturing to begin. This factory will give steady employment to 500 hands and will turn out 125 cases of boots and shoes daily. It is the largest institution of its kind on the Pacific coast, and its location in that particular section, where the material it uses is produced in such abundance, is a wise one. Such an industry can not fail to draw others of an allied character to the same location. Indeed, negotiations are already under way with eastern capitalists and manufacturers of experience for the establishment there of one of the largest tanneries west of the Mississippi. Such an enterprise is a necessary adjunct to the shoe factory, and it will find a market at its door for the bulk of its product, while excellent shipping facilities are being provided for all goods to be sent to distant markets.

North Dalles lies on the north side of the Columbia river, opposite The Dalles, one of the oldest and most prosperous cities of Oregon. It has always been the shipping point for a wide area of country, including the county of Klickitat, north of the river. A ferry line connects it with the road leading to that region, and this is at present the means of communication between the city and the growing town of North Dalles. Better facilities for crossing the river will soon be provided. Congress has granted permission to bridge the stream, and money for the erection of a fine iron bridge, to cost \$105,000, has been raised. Work upon this structure will be commenced in about a month. The bridge is located at the eastern end of both towns, and will be one of the few structures of that nature that will span the Columbia river.

North Dalles lies at the head of deep water navigation on the Columbia, at the point where the products of 10,000 square miles of agricultural, pastoral, mineral and forest lands naturally seek that stream as a highway to the markets of the world. A short distance up the river begins that great obstruction to navigation, the grand dalles, which prevents steamers from ascending the stream beyond this point. This great obstruction will be overcome in a measure by a ship railway, for the construction of which one branch of congress passed a bill at its last session. This measure will be vigorously pushed by the congressmen from Oregon, Washington and Idaho during the session just commenced, and they are sanguine of a successful issue of their efforts. It is inevitable that on the north bank of the river a prosperous commercial and shipping town will be built up.

As a manufacturing point North Dalles has distinct advantages. In the tributary country wood and coal are found in abundance and the purest water can be had for all purposes. Its shipping facilities will be of the best, as it will be a competing point for no less than three routes to Portland and other markets. On the south side of the river is the line of the Union Pacific, which can be easily reached by the bridge. The river offers a free highway for competing lines of steamers, which will doubtless be put on as soon as the opening of the canal around the cascades and the completion of the ship railway offer continuous navigation. In addition to these there is immediate prospect of another railroad, which will probably be a part of one of the great transcontinental systems. The Oregon & Washington road, known as the Hunt system, whose lines ramify the Walla Walla and Umatilla sections, is to be extended down the north bank of the Columbia to Portland. To secure this the citizens of Portland have subscribed to bonds of the company to the amount of \$2,000,000, and Mr. Hunt is negotiating the remainder of the bonds in the east. Surveyors have been in the field the entire season locating the route, which will pass through North Dalles. This road will probably form a portion of the Great Northern route from St. Paul to Portland, thus placing North Dalles upon a direct transcontinental line, and not only giving it a new route to Portland, but closer connection with the country from which much of its raw material will be drawn and where it will find a market for much of its manufactured goods.

In addition to the industries noted above, others are expected soon to be founded. In two weeks work will be commenced upon large wire works that have been located there. This is the center of the most extensive sheep grazing region in the west. The Dalles merchants handle annually 5,000,000 pounds of wool, making that city the largest original shipping point of that staple in the world. This suggests North Dalles as an unrivaled location for a woolen mill. The thousands of cattle grazing on the ranges in that region, from whose hides the tannery will make leather, also supply the material for a large meat packing establishment, which would find North Dalles an excellent location.

The country lying to the north and east of North Dalles is practically undeveloped. There are hundreds of thousands of acres of excellent land that have been tied up in a disputed grant to the Northern Pacific and thus held from settlement. This grant has now been forfeited and the land will soon be officially declared open for settlement. The Hunt road will run directly through this forfeited land and will supply the means for its early and rapid settlement. In a few years the products of that region will have increased ten fold. This prediction is based upon the history of other sections in the west. In addition to this the coal and timber lands of the mountains to the north will be a great source of wealth and business. All that is needed is the construction of the railroad to open them up, and this is assured. Klickitat county is one of the richest in natural resources in the west, but has remained undeveloped because it is outside the usual routes of travel and commerce, and has been hampered by disputed land grants. Now that these obstacles are to be removed, she will make wonderful progress in all lines of development, and North Dalles will grow with her. But a glance at the map and a brief study of transportation conditions will satisfy any one of the correctness of this statement.

Many houses are being erected, and many more must be built at once, for the industries already secured will give employment to 850 men, many of them with families. Work will soon be commenced on a large hotel, a most necessary adjunct to the town. The sight is high and healthful, sloping back gently from the river, and the view is one of the grandest in the west. In less than a year one of the most prosperous and beautiful cities on the Columbia will be located where a few months ago were but a few houses standing near a ferry line. Such is the effect produced by the conjunction of natural advantages backed by capital and controlled by men of energy and wisdom.

T. H. Hudson & Sons, of Blanchester, Ohio, have made a proposition to the citizens of Salem looking to the location of their large school desk and furniture manufacturing establishment in that city. They manufacture school desks, teachers' desks, office and church furniture, besides numerous other articles. For a bonus of \$5,000 they agree to erect a three story factory 60x160 feet of brick and frame, and several smaller buildings, such as dry house, etc., and to employ not less than fifty men at the end of 1891. For the second year they will build a two story warehouse 40x140 feet and have not less than 100 men employed at the close of the year. The establishment will consume upwards of 3,000 feet of lumber per day, together with a large quantity of castings for bench legs, etc., which will furnish a good business for a foundry and sawmill turning out the kind of material they will require. They have thirteen foremen of the different departments, all men of family, who will accompany them to whatever location they may select. Considering the magnitude of the works, this proposition is the most modest in its demands of any yet made by eastern manufacturers desiring to locate in Oregon, and it is safe to predict that the spirit of enterprise now controlling the Capital City will not suffer this opportunity to go by default.

The board of trade of the town of Toledo, Oregon, has decided to petition the next legislature to incorporate the town. A committee was appointed at the same meeting to prepare a charter to submit for the approval of the board and the citizens, and it is thought there will be no opposition to the move. Many improvements about the town are needed, and no action can be taken regarding them while the place is unincorporated. Water works are necessary, and the general opinion is that the town should own them. The agent at the Siletz Indian reservation has been authorized by the interior department to expend \$500 in building a road through the Siletz valley down to the mouth of the river of the same name. This will enable the Indians in the lower part of the valley to market their produce at Toledo in wagons, a fact that will encourage them to greatly increase the number of acres heretofore cultivated by them. The soil is very rich, and immense quantities of vegetables, grain, etc., can be produced, and the wagon road will make Toledo the most accessible point at which to dispose of them. The town is growing, and is an attractive place for persons of industrious habits and modest tastes.

A totem pole was brought down on the steamer *Danube* from Queen Charlotte islands, recently, for Mr. J. J. Hart. The curio is the largest ever yet procured of the Indians, it being forty feet in length by five feet in diameter. The carving on it is grotesque and strange in the extreme, and of a kind rarely met with. Mr. Hart, who was for nearly thirty-four years with the Indians, says that never before could a similar totem pole be procured by white men, although efforts were made to do so. This one was left at a deserted village by one of the Skidegate tribe, and fell into the hands of Hart's agent. It was brought down intact. Its age is considered by experts to be close upon 800 years. The wood forming it is cedar, which, when above ground is practically non-decaying, and although weather-beaten and scarred, the relic still preserves its form and design well. It is not

yet known what will be done with the totem, although it is probable it will be sent to London, and set up next to Cleopatra's needle, so that a specimen of ancient Egyptian and Haidah work can be seen side by side. Parties are bidding for the curio for the world's fair at Chicago, and it may go there first.

Dr. Otis T. Presbrey, editor of *Public Opinion*, Washington, D. C., recently made a tour of the Pacific states and Alaska, and in speaking of his impressions gathered on the trip said of Spokane Falls and the sound cities: Every train that passes over the Northern Pacific road is laden with immigrants who are looking for homes in these new states. Spokane Falls is a surprise to any one who visited, as I did, at the time of the entire destruction of the business portion of the place. This city in East Washington has the promise of a very remarkable future. Placed as it is in the center of a circle of 300 miles, it seems to have no possible competitor. Of course, the Puget sound country has developed very rapidly. Its harbors are full of commercial vessels, and in the harbors of Seattle, Tacoma, Port Townsend, and Fairhaven there are steamers and sailing vessels from all parts of the world. The state of Washington in my judgment, is destined to occupy a very important position in comparison with her sister states, because of her varied industries and mineral and commercial facilities.

Last summer a gentleman living near Stanwood, Washington, dug a well for the purpose of supplying his stock with water. At a depth of seventy feet he found some good specimens of coal, and a little lower struck a layer of sand and gravel partly solidified. From the gravel deposit came a foul odor which increased in intensity until the workmen were compelled to stop operations for several days. Last week the owner of the premises was aroused by a great roaring noise, which, upon examination, proved to emanate from the well. He began an investigation and was surprised to find that the well was "sucking air," and that the noise was produced by the air rushing down through the cracks of the platform over the curb. Pieces of paper and small sticks were drawn in with great rapidity. This continued two days, when the process was reversed, and a strong current was blown out all day. It is quite a curiosity and is attracting the attention of several scientists who have as yet been unable to explain the cause of it.

The Columbia Fire and Marine Insurance Company is one of the staunchest and most successful of our home institutions, as, indeed, might have been expected of a company composed of such men as D. P. Thompson, Geo. H. Williams, Frank Dekum, Levi Ankeny, I. W. Case, Asahel Bush, L. L. McArthur, and half a hundred others whose names are identified with the wealth and material prosperity of this country. This vigorous company has determined to broaden the field of its usefulness, and to this end its directors have decreed that its capital stock shall be fully paid up by the beginning of the new year. This action places the Columbia upon a footing with the best and most successful companies of this country, and WEST SHORE commends its directors for their manifest earnestness, and wishes them God speed as they enter the new year under conditions so favorable and so full of promise.

The Winnipeg & North Pacific is a new railroad company which has been organized for the purpose of constructing and operating a line of railway having its eastern terminus at or near the city of Winnipeg, and its western terminus at Fort Simpson, at the mouth of the Skeena river, just south of the Alaska boundary. The general course of the road is north-westerly, crossing the Saskatchewan river near the forks of the north and south branches of the river; thence by Lake Labiche and the Lesser Slave lake to Dunvegan, in the Peace river district. From Dunvegan the line runs westerly along the Peace river to the valley of the Finlay river; thence in a westerly course to the Pacific ocean. This route will have when constructed, it is claimed, much lower grades than other transcontinental roads.

The hydraulic pipe ordered by the Myrtle Creek Mining company, has arrived at Myrtle creek, and is now being delivered at the mine. The lumber for the sluices, bulkheads and flumes is already on the ground, and the ditch is rapidly nearing completion. The company has a large force of men occupied on the various parts of the unfinished work and expect to have it completed at about the same time, when piping will be commenced in earnest with two giants, the water being supplied from the bulkheads through pipes fifteen inches in diameter. Many persons have examined the mines and pronounce them very rich.

The Corvallis & Benton County Prune Co., has placed an order with the Willamette nursery, at Woodburn, Oregon, for 18,000 one-year-old Italian prune trees, to be delivered about the middle of December. This is the largest order ever placed with any nursery in Oregon for one kind of tree. The company is intended to demonstrate beyond controversy that the Willamette valley is superior to any other place in the world for the cultivation of prunes.

The Portland & Coast Steamship Co., has let a contract for the rebuilding of the steamer *General Miles*. She will be lengthened twenty feet and a second deck will be added, which will supply a number of state rooms. The work is to be completed in about sixty-days, and when relaunched she will be rechristened the *Willapa*, and will be placed on the run between Portland and Willapa harbor.

The Nesqually Land, Railway & Navigation company has been incorporated in Washington for the purpose of building and operating a railroad and telegraph line from Nesqually city to the headwaters of the Nesqually river and branches to points which may be determined upon by the management. The capital is \$1,000,000.

Six hundred men are now employed in the construction of the Shuswap & Okanogan railway in British Columbia. Several car loads of rails were received last week, and track laying is progressing rapidly. It is expected that the first train will be run into the town of Enderby by the middle of next May.

Complaint is made at Sea Haven, Washington, that lumber enough for building purposes cannot be supplied by the local mill, and the citizens of that growing little city are looking about with a view of inducing some company or individual to establish a new mill there.

The Vancouver Shipbuilding, Sealing & Trading Co., limited, has been organized at Vancouver, B. C., with a capital of \$200,000. The company proposes to go into the sealing business, and will proceed immediately with the construction of a schooner for that purpose.

Prominent members of the Seattle chamber of commerce have organized the Seattle Manufacturing company, with a capital stock of \$100,000. The object is to take stock in any manufacturing concern which may seek a location in the Queen City.

In the recent railroad disaster at Lake Labish, 126 bents of the bridge went down. In the entire trestle 170 rails of thirty-foot lengths were used, and forty were involved in the wreck, or but little less than one-fourth the entire structure.

A new evening paper is reported as among the probabilities of the near future at Salem, Oregon. It will be democratic in politics, Iowa parties being the promoters of the enterprise.

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Another solution to the twenty-one puzzle has been received, which is fully as good as, if not better than, the other two published. It is as follows: Take two ones and place them side by side and call them eleven (11), then add the three threes and the other one, viz:

111	11
333	1
555	3
777	3
999	3
	21

Still another solution is to take two fives and call them five-fifths (5-5), which equals one, and then add four others to make 21. Thus:

5-5=	1
	3
	7
	9
	1
	21

The handsomest business block in Portland will be the one for which

plans have been prepared for Ira Goodnough. It will be seven stories high, cost \$125,000, and will occupy the entire quarter block on the northeast corner of Fifth and Yamhill.

Seventeen new residence buildings have been erected in the town of Bandon, Oregon, this year, together with two business blocks and repairs and enlargements to several others.

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W. MACKINTOSH, Manager.

PORTLAND & WIL. VALLEY Ry.

TIME TABLE—AUG., '90.

PORTLAND.			
ARRIVE		DEPART	
+ 6 36 a.m.	+ 1 45 p.m.	+ 7 25 a.m.	+ 3 40 p.m.
+ 8 40 "	+ 3 15 "	+ 9 20 "	+ 5 20 "
+ 10 40 "	+ 4 50 "	+ 11 00 "	+ 6 20 "
+ 11 45 "	+ 6 07 "	+ 12 30 p.m.	+ 8 35 "
	+ 7 45 "	+ 2 00 "	

*Through Mail Oregonian R. R. points. Suburban Trains—Oswego; Riverside. Saturday night leave 11 30 for Oswego. Ferries connect with all trains for Sellwood and Milwaukie.
Excursion parties for Spring Brook or Camp Washington at reduced rates.
R. KOEHLER, E. A. BOARDMAN,
Manager. A. G. P. A.

ALISKY'S,

The Leading and Only First Class Restaurant, Ice Cream and Oyster Saloon in the City.

145 First St., Portland. BAUM & BRANDES, Family Rooms, 28 Alder. Proprs.

COMMERCIAL : NATIONAL : BANK
OF PORTLAND.

S. W. Cor. Second and Washington Sts.

A GENERAL BANKING BUSINESS TRANSACTED.

President, - D. P. THOMPSON.
Vice President, - FRANK DEKUM.
Cashier, - R. L. DURHAM.
Assistant Cashier, - H. C. WORTMAN.

Sight Exchange and Telegraphic Transfer sold on New York, Boston, Chicago, Omaha, St. Paul, San Francisco and all principal places throughout the Northwest. Exchange sold on principal cities in Europe and on Hong Kong.

FAIRHAVEN!

The Actual Pacific Coast Terminus of the GREAT NORTHERN Railway.

Having fairly started on her second year, FAIRHAVEN points to the following marvelous

RECORD OF HER FIRST YEAR'S GROWTH.

Population (June 1st, United States Census) 4,273, now over	6,000
Assessed Valuation of Taxable Property within City limits	\$7,580,000
Eight Miles of Streets Graded, Planked and Sidewalked	400,000
Great Northern Railway Shops and Terminal Works	250,000
Water Works, with capacity for 100,000 people	100,000
Four Lumber Mills, capacity every twenty-four hours 600,000 feet	300,000
Hotel Fairhaven, brick, stone and iron, five stories high	150,000
Four Churches and one School Building	50,000
Electric Light, Arc and Incandescent, best plant in the State	50,000
Gas Works, with capacity for 100,000 people	200,000
Four Banks, two National, capital	800,000
Twenty-four two and three-story brick business blocks	225,000
Three Ocean Docks	200,000
Scores of two and three-story frame business blocks, costing each \$5,000 to	15,000
Hundreds of Residences, costing each \$1,000 to	20,000

These are only the more prominent items, and Fairhaven starts on her second year without a dollar of Bonded or other Indebtedness and \$25,000 in her City Treasury, with the following enterprises among the many inaugurated to double her wealth and triple her population by the close of 1891:

Fairhaven Steel and Iron Company's Furnaces	\$2,000,000
Complete Sewerage System	300,000
Electric Street Railways	250,000
Additional Improvements by the Great Northern Railway	500,000
Brick and Stone Business Blocks under way and projected	350,000
Coal Bunkers, with daily capacity of 2,000 tons	100,000
Another Public School Building	50,000
Improvements to Coal and Iron Mines	200,000
Two more Churches	25,000
Sisters of Peace Hospital	50,000
Five Miles more of Street Improvements	200,000
University of Fairhaven	150,000
Fairhaven Foundry and Machine Shops	50,000

Recollect that Fairhaven always does more than it promises. That it has directly tributary all the resources to make it the one great city of the Puget Sound country

The Coal of Pennsylvania,

The Iron of Michigan,

The Timber of Wisconsin, and

A Matchless Harbor with Room for the Shipping of the World.

West Shore



AN OREGON TRAGEDY IN TWO ACTS.