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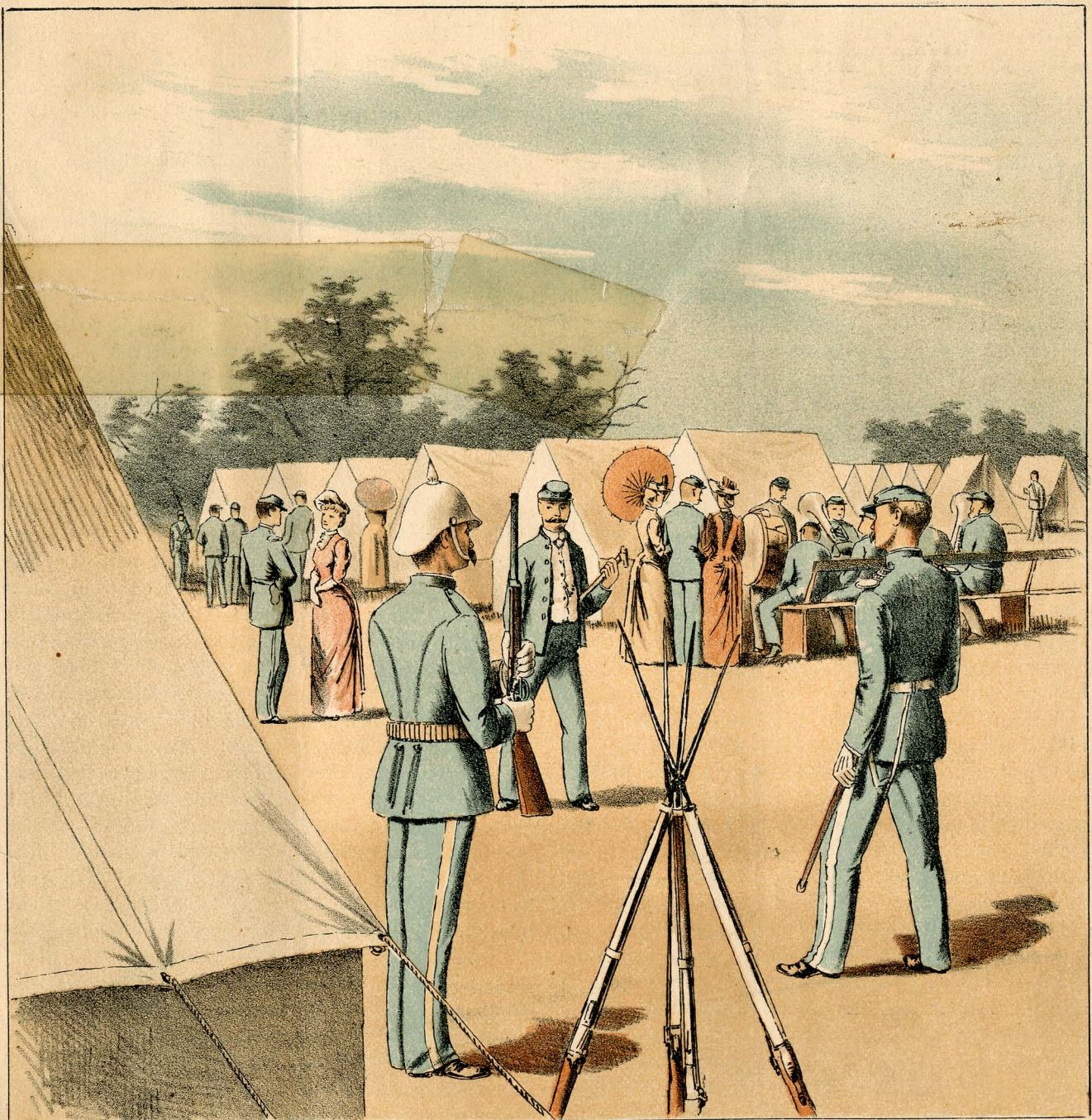
West Shore

AN ILLUSTRATED JOURNAL PUBLISHED EVERY SATURDAY.

L. SAMUEL, Publisher.

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NUMBER 213



WASHINGTON—National Guard in Camp at American Lake.

West Shore

PUBLISHED EVERY SATURDAY.

L. SAMUEL, Publisher,
 PORTLAND, OREGON, SPOKANE FALLS, WASH.,
 N. W. Cor. Second & Yamhill Sts. Corner Main & Stevens Streets.

Entered in the Post Office in Portland, Oregon, for transmission through the mails at second class rates.

SUBSCRIPTION RATES---Strictly in Advance.

One Year, - - - -	\$4.00	Three Months, - - - -	\$1.25
Six Months - - - -	2.25	Single Copies, - - - -	.10

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

Saturday, July 12, 1890.

NOW is the season when the residents of the city abandon their elegant mansions, their beautiful flowers, their green lawns and all the comforts and luxuries of home life at the dictate of fashion—that most autocratic of rulers—and pretend to seek health and comfort at the seaside. Such of them as do not die before the next season from the effects of their trip “to the coast” manage by the aid of a physician to get into pretty fair condition, by the opening of another season, to stand it again. On the center pages the artist has depicted a few typical scenes familiar to the “seasider,” upon which he may cast his eye before taking the fatal step. In the center is a scene showing how much the servants left at home relish the comforts and pleasures their masters have voluntarily abandoned, while grouped about it are numerous sketches depicting the experiences of the deluded seekers after health and comfort. If there ever was a sham it is this craze to go to the seaside, where genuine comfort is not to be found and genuine ill health is to be found only too easily. There is no reason why a resident of Western Oregon or Washington should go to the coast for comfort, since for every comfortable day he experiences there he misses two at home, and for every comfortable surrounding he forfeits a dozen. If a change of scene and climate is necessary for the recuperation of health or exhausted vitality, go to the mountains and drink in health and strength with the pure water of its streams and pine-scented air of its forests. You will forfeit home comforts and luxuries, but your lungs will expand with pure ozone, your limbs will gain strength, your failing appetite will return and your digestion will be repaired to meet the strain put upon it when you return. At home are comforts and luxuries, in the mountains health, and at the seaside nothing but a deluded crowd of fashion’s devotees.

It is now more than a month since WEST SHORE called upon the Portland Chamber of Commerce to inaugurate a movement for the proper representation of Oregon at the World’s Columbian Exposition, yet nothing has been done. If those gentlemen will cease all this nonsense about the census and turn their attention to this more important matter, they will accomplish some good. It is of comparatively little moment whether the government census credits Portland with her entire population or not, since a year from now those figures will be valueless; but it is of vital importance that Oregon be so represented at Chicago that she will attract the attention of the people of the United States, notwithstanding the superb exhibits that will be made by other states and by foreign nations. No mere collection of grains, however fine the quality, no exhibit of woods, however large the variety, no display of fruit, however luscious and tempting in appearance, will serve to call marked attention to Oregon in the mass of displays that will be there collected. These we must have, in great quantity and of our best quality, but there must be something novel and unique—some great feature that will appeal to the eye and excite the curiosity—in order to draw attention to the display of our products, otherwise it will be passed by with scarcely a glance. To prepare this, money, brains and time are required, and this is the reason why the Chamber of Commerce should take hold of the matter promptly and with some faint appreciation of the task to be performed.

On the fifteenth and sixteenth of August the Oregon Press Association will hold its annual meeting in Portland, at which will be gathered representatives of the press from every section of the state. The hospitalities of the city should be extended to these gentlemen with a liberal hand. They represent the best and most progressive element of the state, and have at their command the most powerful factor in all progression. Their good opinion will be valuable to the city, and there will never be a better opportunity to help remove the false idea that there is any necessary antagonism between Portland and the other cities and towns of the state. If any of the city press have the idea that the brains of the newspaper field are monopolized by them they will have an opportunity to discover their error, from which a careful reading of the many bright papers of the state should have preserved them.

Reports from the north are to the effect that the campaign in Behring sea has already begun. The first vessel taken in by the revenue officers is an American schooner. Sealers have all had fair warning, and if they suffer financial loss from their failure to heed it they will have no one but themselves to blame.

If there are between 200,000 and 300,000 unclaimed patents "covered with dust and cumbering the pigeon holes" in the general land office at Washington, then there has been a great wrong done to a multitude of people in the United States through official incompetency, an incomplete system or an utter lack of regard for the rights and interests of settlers upon the public domain. When a settler upon public land, under either of the various land laws, has complied with all the provisions of the law, the regulations of the land commissioner and the red tape of the department, and has paid all fees and charges, he certainly is entitled to a prompt issuance and delivery of his patent. It seems incredible that such a vast number of them should be held in Washington for lack of a proper effort to deliver them to their owners. Congress should promptly pass the proposed bill for that purpose. It is only when some one gives the departments a vigorous prodding that the people at large learn in how many ways their interests are being neglected. Settlers who have tried in vain to secure their patents have now the satisfaction of knowing that they did not get them because it was too much trouble for the department to deliver them.

In view of this great outcry by western cities about their census returns there seems to be some point after all in that old joke about the enumerator taking the "senses" of the people, for they have certainly gone somewhere. One can but admire the true grit of the Montana supervisor who telegraphed to Washington, in answer to complaints, that his work was correct and he did not propose to keep up with the inflated ideas of newspapers and real estate boomers. As a matter of fact, except for boom purposes and the opportunity it may offer for bragging, it matters but little whether a city is credited with its full population or not. To be sure, to be of value the census should be as nearly correct as it is possible to make it, but that is a matter of national concern rather than local. This great local complaint and show of indignation has its foundation solely in boom circles, backed by that trait in human character that likes to boast of having a lightning rod higher than anyone else in the neighborhood, or owning a dog with the crookedest legs and the stumpiest tail in the county.

Again is there a promise from Washington of an early passage of a land forfeiture bill that shall include the grant made to the Northern Pacific from Wallula to Portland, which the company relinquished all hope of acquiring years ago. As has been said before in these columns, these lands would have been restored to the public domain years ago, had it not been for the conduct of certain demagogues in con-

gress who insisted upon tacking upon the bills introduced by Oregon senators for that purpose, amendments including other grants over which there was a contest. The people who have suffered through this long withdrawal of lands from settlement can thank the demagoguery of their special, self-constituted congressional champions for the evil consequences of it. That it has been a serious drawback to this entire region is not questioned, but the real interests of the settler have to give way to the manufacture of political capital when important questions fall into the hands of congress.

The question of co-education of the sexes was much discussed at the national council of education in St. Paul, and the fear was expressed by some that the association of boys and girls at college might lead to improprieties. The experience of many of our smaller colleges and state normal schools, where the sexes are admitted upon even terms, does not justify this fear, while it does demonstrate the quieting and refining influence of the girls upon the rowdyish tendencies of the other sex. It is safe to say that if Harvard admitted girls into full fellowship, the students would conduct themselves less like an aggregation of hoodlums than they have been doing of late.

By the signature of the president Idaho became the forty-third state of the union on the third of July, as near to the nation's great natal anniversary as it was possible to make it. The celebrations in Idaho on the fourth had a double significance, and were marked by more than twice the usual fervency and enthusiasm. Those people who, from ignorance, have supposed that Idaho lacked the elements of a great state, will soon see their error, for the time is not far distant when the "Gem of the Mountains" will far outstrip many older and now more populous states on the road to prosperity.

Now that San Francisco has ceased—temporarily at least—to offer her hospitality to prize fighters, the proposed great contest between Sullivan and Jackson is indefinitely postponed. However, the "Puritan" Athletic club is anxious to bring these representatives of Boston culture and Australian intellectuality together on Long island, and may succeed. If the fight takes place under Puritan auspices, no doubt black and blue laws will govern.

If the Germans who live in America beat the Germans who live in Germany at shooting this week, it will prove something, no doubt, but just what has not been stated—possibly that beer made with American hops is the best in the world.

NATIONAL GUARD OF WASHINGTON.

FROM Friday, June 20th, to Monday, June 30th, the National Guard of Washington were in brigade camp of instruction at Camp Ferry, so named in honor of the governor of the state, on the shore of American lake, eleven miles from Tacoma. The camp was under the command of Brig. Gen. A. P. Curry, and was participated in by the first and second regiments under Col. J. C. Haines and Col. E. W. Pike, respectively.

The National Guard of Washington became an effective organization in January, 1888, by the act of the territorial legislature, adopting rules for its government and levying a tax of .0002 for its support. Previous to that time there had existed for a number of years independent militia companies, some of them well officered and drilled, and unsuccessful efforts had been made to maintain battalion organizations. However, with no pecuniary aid from the territory, they struggled along under a load of difficulties that rendered them practically valueless as a military support to the civil authorities on a large scale. But that this was not entirely the case was demonstrated in February, 1886, during the anti-Chinese riot in Seattle, when the Seattle Rifles (now Co. B., 1st Reg.) under Capt. Joseph Green, and Co. D., under Capt. J. C. Haines, performed excellent service.

Washington's national guard law was drafted by Col. Haines, and was modeled upon that of Oregon which had been adopted the year before. In one respect it is an improvement, since the military establishment is smaller, with provision for an increase whenever the revenue from the tax shall be sufficient to warrant it. The result is that Washington is supporting fourteen companies and about 700 men, with the same tax that Oregon levies for thirty-three companies and 1,600 men. Consequently the Washington guard is much better clothed and equipped than those of Oregon and can go into camp of instruction, a portion of practical military training the Oregon troops can not yet afford. The wisdom of this is too evident to need much comment. When the first state legislature met last winter the law in all its essential features was again enacted. As at present constituted the military establishment of Washington consists of the governor as commander in chief, and staff, an adjutant general, elected by the field and line officers, a brigadier general, elected by the field and line officers, with staff, two regiments, the colonels of which are elected by the line officers, and six infantry companies and one cavalry company in each regiment, the officers elected by the men. Companies have a maximum of sixty enlisted men and a minimum of twenty-four. A state military board, composed of the adjutant general,

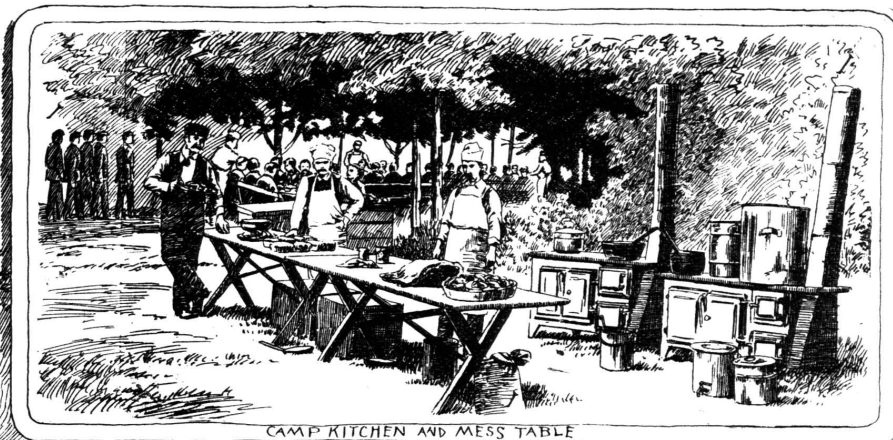
brigadier general and one field officer, appointed by the governor, have the power to adopt rules and regulations for the conduct of the guard, receive and disburse the appropriation and otherwise control military affairs.

The roster of officers of the National Guard, of Washington, is as follows: Commander in chief, Gov. Elisha P. Ferry, with the following staff: Brig. Gen. R. G. O'Brien, adjutant general, commissary general and quartermaster general; Col. Henry Landers, paymaster general; Col. Chas. E. Claypool, judge advocate general; Col. Edward L. Smith, surgeon general; Col. W. T. Sharp, chief of ordnance; Col. J. K. Stout, chief signal officer; Col. J. D. McIntyre, chief of engineers; Col. W. L. Visscher, assistant commissary general; Col. J. R. Hayden, assistant inspector general; Maj. Chas. H. Ayer, assistant adjutant general; Lieut. Cols. Clinton P. Ferry, L. Frank Boyd, Chas. Reichenbach and C. M. Alkins, aides de camp.

Brigadier general, commanding the brigade, A. P. Curry, with the following staff; Lieut. Col. John I. Booge, assistant adjutant general; Lieut. Col. Paul D'Heirry, assistant inspector general; Lieut. Col. H. F. Garretson, assistant quartermaster general; Lieut. Col. S. D. Walters, assistant commissary general; Capt. E. M. Wheelock, chaplain; First Lieuts. G. A. Brooks, J. W. Stearns and J. J. White, aides de camp.

First regiment—Colonel, J. C. Haines; lieutenant colonel, S. W. Scott; major, C. M. Riddell. Staff—Capt. L. R. Dawson, surgeon; Capt. L. H. Wells, chaplain; Lieut. T. M. Reed, Jr., adjutant; Lieut. J. A. Hatfield, commissary; Lieut. F. T. Grant, quartermaster; Lieut. R. C. Washburn, paymaster. The line officers are: Company B, of Seattle—Captain, Joseph Green; first lieutenant, ———; second lieutenant, Lawrence Booth. Company C, of Tacoma—Captain, W. J. Fife; first lieutenant, J. M. Howell; second lieutenant, — Ross. Company D, of Seattle—Captain, C. L. F. Kellogg; first lieutenant, ———; second lieutenant, W. Gorham. Company E, of Seattle—Captain, W. R. Thornell; first lieutenant, W. J. Grambs; second lieutenant, E. S. Ingraham. Company G, of Tacoma—Captain, F. A. Gaus; first lieutenant, W. A. Shank; second lieutenant, H. Ralph. Troop B, Cavalry, of Tacoma—Captain, J. M. Ashton; first lieutenant, J. H. Barry; second lieutenant, J. M. Dongan.

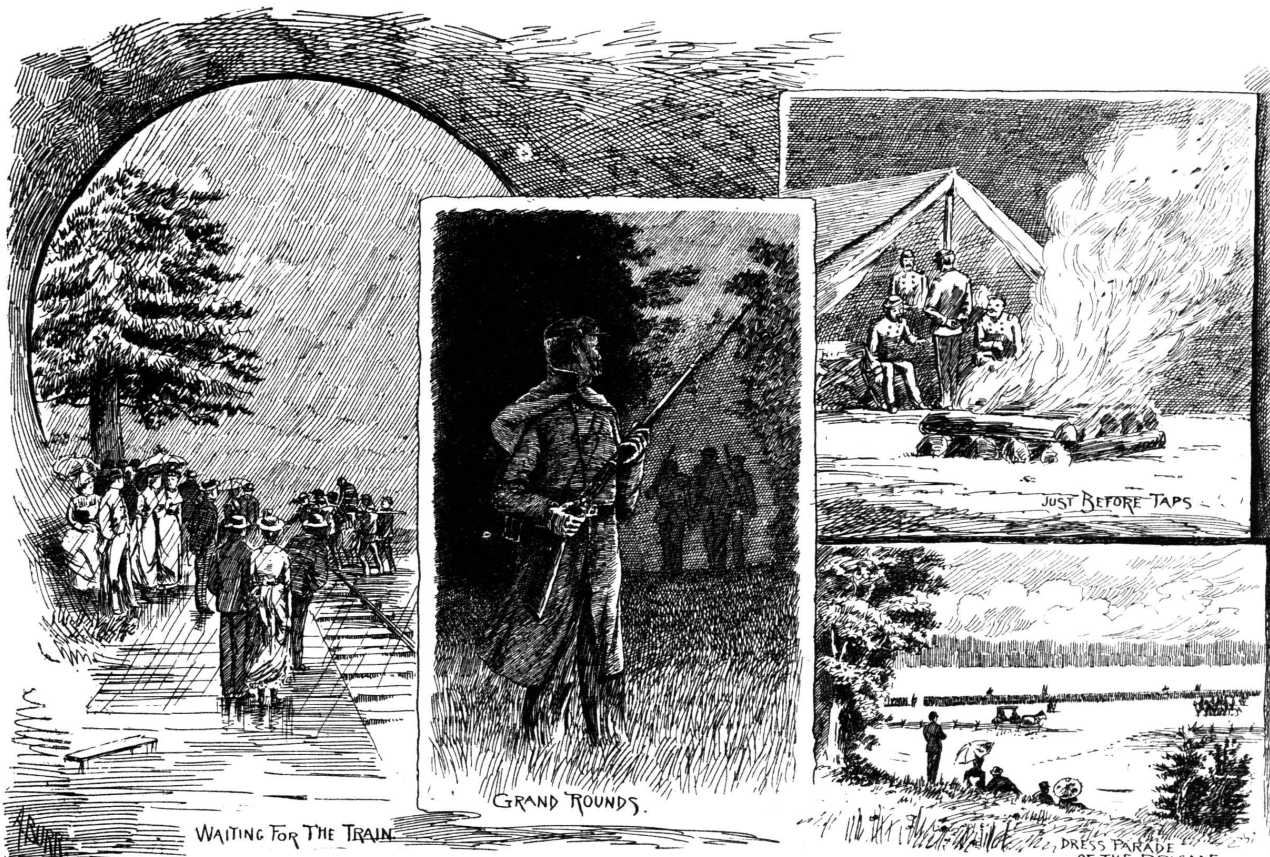
Second regiment—Colonel, Enoch W. Pike; lieutenant colonel, John Carr; major, Geo. W. Green. Staff—Maj. J. H. Hudgin, surgeon; Capt. L. H. Willard, assistant surgeon; Capt. J. D. Eshelman, chaplain; Lieut. E. B. Wise, adjutant; Lieut. E. S. Isaacs, quartermaster; Lieut. E. J. Fellows, commissary; Lieut. D. C. Guernsey, paymaster; Lieut. Geo. B. Baker, inspector of rifle practice. Company A, of North Yakima—Captain, J. C. McCrimmon; first lieutenant,



CAMP KITCHEN AND MESS TABLE



AMERICAN LAKE AS SEEN FROM CAMP FERRY.



WAITING FOR THE TRAIN

GRAND ROUNDS

JUST BEFORE TAPS

PRESS PARADE OF THE BRIGADE

CAMP FERRY, OF WASHINGTON NATIONAL GUARD, AT AMERICAN LAKE.

Dudley Eshelman; second lieutenant, Matt Bartholet. Company B, of Goldendale—Captain, C. S. Reinhart; first lieutenant, R. D. McCullough; second lieutenant, H. C. Jackson. Company C, of Centreville—Captain G. W. Ballington; first lieutenant, John Jackel; second lieutenant, J. H. Hill. Company D, of Waitsburg—Captain, H. G. Shuham; first lieutenant, D. H. Smith; second lieutenant, W. B. Shafer. Company F, of Dayton—Captain, ———; first lieutenant, Chas. R. Dorr; second lieutenant, E. H. Fox. Company G, of Spokane Falls—Captain, ———; first lieutenant, S. F. Leghorn; second lieutenant, L. A. Brigham. Troop A, Cavalry, of Sprague—Captain, Chas. B. Johnson; first lieutenant, B. B. Glascock; second lieutenant, A. W. Lindsay.

By the provisions of the military law the guard is required to go into a camp of instruction from four to twelve days annually, during which time the men receive \$1.50 per day and the officers \$2.00, transportation, subsistence and equipment being supplied by the state. It was in compliance with this that the encampment just closed was held, under orders from the adjutant general's office. No more suitable place for an encampment could be found than on the shore of American lake. The lake is a lovely sheet of clear water, three miles long, and surrounded by sloping banks covered with trees. The camp was pitched on a level plateau just above the lake, covered with scattered groves of spruce and oak trees. The ground is a gravel bank, with but a slight covering of grass, and consequently was perfectly dry, notwithstanding the fact that it rained more or less nearly every day. Just beyond the camp the ground slopes like a terrace down to an open, treeless, level plain, fully a mile long by half a mile wide, where drills, reviews and dress parades were held, the terraced bank affording an admirable vantage point for spectators. If a beautiful lake of water, a high and dry camp ground, trees, a magnificent parade ground, pure, fresh air, good water, and accessibility by rail constitute a good encampment, then American lake may lay just claim to that distinction. Railroad facilities will be better another year, since the Union Pacific and Northern Pacific will each have a line passing the edge of the grounds. The first few days the train service on the Union Pacific was wretched, but this was remedied before the end of the week.

As this was the first time the regiments had been assembled together for battalion instruction, much attention was paid to that feature. A year ago the first regiment had been together to protect property in Seattle immediately after the great fire that swept that city, and for fourteen days they did noble service, returning to their homes with the gratitude of the people of that stricken city. A few months later Com-

pany H was again called upon to perform similar duty when its own city, Vancouver, was partially destroyed. About the same time Company G, 2d Regiment, of Spokane Falls, responded to the call of duty, and stood guard over the ruins of the business streets of that city until the need of their services had passed. The Seattle companies also saw service last year during the strikes at Blakely and Newcastle and during the riot at the latter place. These terms of active duty, serviceable as they were to the state and beneficial to the men themselves in the direction of a soldier's education, presented no opportunity for battalion instruction, and the encampment brought the various companies of both regiments together for the first time for purposes of instruction. Company drills, regimental drills, brigade drills, regimental and brigade dress parades, skirmish drills, target practice, guard mounting and instruction in sentry and camp duty kept the 600 men busy the entire time. An improvement of 100 per cent. in the efficiency of the guard as an effective military body is the result of this patient and conscientious attention to duty by both officers and men. On Friday, the 27th, a sham battle was fought by the two regiments under the observation of Governor Ferry and Gen. John Gibbon, U. S. A. The conduct of both officers and men in this affair was highly complimented by General Gibbon, their excellent marching, discipline and general bearing displaying the good effects of their week's instruction and experience in camp.

The regimental bands of both regiments were in camp, that of the First being regularly stationed at the headquarters of Colonel Haines in Seattle. The Second Regiment band is also the brigade band, and is stationed at brigade headquarters in Spokane Falls. There was also a band with Company D, of Waitsburg, composed entirely of members of the company, and an excellent juvenile fife and drum corps accompanied Company A, of North Yakima. These bands discoursed excellent music on the parades and on Sunday afternoons. At the conclusion of the encampment the officers of the first regiment presented Colonel Haines with a superb saddle horse, at a cost of \$400.

Notwithstanding the fact that some of the companies were not provided with overcoats, that there was a shortage of tents and blankets, that no provision had been made for feeding the second regiment, that at first the transportation facilities between the camp and Tacoma were wretched, and a few other drawbacks resulting from inexperience and want of forethought in the adjutant general's office, the encampment at Camp Ferry was a decided success, yet one that will be much improved upon another year, since there will not again be the lack of preparation that was such a drawback this year.

A NEZ PERCE EPISODE.

ONE evening in the summer of 18— I camped at Colonel Craig's* ranch, on the Nez Perce reservation. The kind old man, after looking at my jaded animals, asked me to remain with him for a week and recruit my stock. The bunch grass was waving knee high on every hill and the pretty valley of the Sweetwater was lovely in its wealth of verdure. My horses were turned out to be herded by the Indians and I was, by virtue of the social standing of my host, tendered the freedom of the land of the red men.

The Nez Perce tribe at that time was a strong nation and their long pursued peace-policy in relation to the white men was universally extolled. Their smoke-stained tents of pyramid shape fairly dotted every smiling glade between the grass covered hills and the rippling creek that zigzags through the narrow valley. The willows waved in refreshing breezes and the stately cottonwood trees shaded the lawns about the lodges where the rollicking children played horse and bear and wolf like white boys and their idle parents watched with pride their antics like white men and women.

A favorite saddle horse which had served me faithfully on my journeys was looked upon covetously by the observing young vaqueros. Every proposition to trade other horses for my good Banquo was refused. I had been offered, before the end of the week, as many as six good Indian horses for the one. I firmly refused to part with my favorite saddle horse. From that moment I had enemies among the peaceable Nez Perces whom I avoided, for I believed the offense of refusing to trade horses with them was regarded as one to be resented. However, my time to depart had arrived. I so informed the good hearted colonel, and he forthwith ordered the Indian herders to bring in my horses. After an hour a long line of dust far up the mountain informed us that the herd was on the way to the corrals. They came at full run down the steep, rocky hill with a rush as irresistible as an avalanche. They spread out over the narrow valley and whirled about like an eddy in a swollen torrent. A thousand head of wild horses were surging back and forth, trying to escape the vigilant herders, who sat like centaurs upon bare-backed, foaming, gnashing,

* Colonel William Craig was an American trapper of the early times, who was so pleased with this region that he settled among the Nez Perces in 1840, where he was living at the time of the Whitman massacre, in 1848, his influence being most valuable at that crisis, as it was during the great war of 1855 and 1856, when the Nez Perces not only remained the firm friends of the whites but aided them materially. In the summer campaign of 1856 Colonel Craig joined the volunteers with a company of sixty Nez Perces, led by Spotted Eagle, and was chosen Lieutenant Colonel of the regiment commanded by Colonel B. F. Shaw. He was Indian agent for many years at the Lapwai agency.—Ed.

eager horses. The horses and riders were white with foaming sweat tossed about by fretful heads. The dexterous reinmen fairly lifted their hurrying horses from side to side, swinging their riatas at the same time, so that they moved the surging mass with complete control toward a narrowing alley between hedges of wild thorns and willows. They passed into a thicket of tangled briars, and the thunder of many hoofs was heard no more. The herd was in a corral securely enclosed by woven brush and briars. They could stampede and surge against the hedge fence, but all their wild fury could not break it down.

One by one five of my gentle horses were led out, but Banquo, my favorite, was not forthcoming. I observed some confusion among the little knot of Indians gathered at the corral, but still suspected no treachery, as my friend Craig had restored my confidence in the queer people he knew so well. Young Joe Craig, a burly half breed, stood by my side and he, having noticed the absence of the favorite steed, demanded an explanation from one of the frowning herders. Immediately a terrible rage possessed the young son of the good colonel. After he realized that I did not know the nature of the embarrassment he explained that the Indian had told him in his native language that my horse was missing and most probably stolen. After it was established that such was the case, I was compelled to remain to give time for the thief to be captured and the horse returned. It devolved upon young Craig to play the part of the detective. He possessed enough of the Indian characteristics to make him a veritable sleuth hound. At the end of three days Banquo was returned to me. He was lame and I could not proceed on my way. I questioned the successful trailer about the incidents attending the recovery of the horse. He simply told me that he had run the thief down and brought back the horse. Even when questioned about the treatment of the offender he simply informed me that my horses were safe thereafter on the Nez Perce reservation so far as Indian thieves were concerned, implying that I should accept that fact without enquiring into details.

Two days after the return of the stolen horse young Joe Craig was arrested. A sheriff's posse came to the house disguised as prospectors and engaged the young man to act as interpreter. They pretended to be in need of a horse and wanted the accommodating half breed to assist in buying one from the Indians. The young man went along and was soon in irons on his way to jail. One of the officers told me the charge was murder.

A few minutes after the departure of the officers and their prisoner mounted messengers rode the length of that pretty valley, and the idle, peaceful red men of an hour before were in war paint. Colonel Craig, bent

and gray, hastened from his home and rode down the valley. He had heard of the arrest of his son and, like his friends among the Indians, probably knew the cause. He held the action an outrage, but he did not ride forth to rescue the young man. He knew the temper of the Indians. They were bent upon bloodshed. They were rising to surround and massacre the officers and liberate their friend. But the cool headed white man left his son to his fate, without a parting word, and devoted his best energy to the fiery tempered Indians. He checked their preparations for murder and sent them home. The sheriff's posse did not know their danger. The unselfish father never received credit for the noble deed of that day.

Young Joe Craig was arraigned for murder. He admitted that he had pursued, captured and killed a horse thief. He had proceeded in accordance with the laws of his tribe. The judge held that an Indian had the right to deal with the members of his tribe according to the laws of the tribe.

The young man followed the Indian who stole my horse and made him prisoner. He compelled him to return within the border of the reservation and then, with the strength of a giant and the heartlessness of a fiend, he grasped him by the hair, pulled him from his horse and cut his throat from ear to ear. He kicked the dying wretch from the trail and rode to his home without a visible pang of conscience.

NEWTON HIBBS.

ALASKAN EXPLORATIONS.

LIEUTENANT SETON KARR, who left Victoria two months ago for the purpose of exploring a route across the mountains from Chilkat, Alaska, to the Altsehk river, has returned to the capital of British Columbia. The expedition has been a great success, everything being carried out which it was intended to accomplish, with less delay and in shorter space of time than had been anticipated, and without meeting with any difficulties. Lieutenant Karr states that the geographical results of his journey exceeded his expectations. The Chilkat Indians did not interfere with the party, being assured that trade was not one of the objects contemplated. From Klowan, the last Indian camp, thirty miles up the Chilkat river, the lieutenant ascended in the first instance on foot, and subsequently as far as the Klaheena, or Wellesey, river, and thence partly by canoe and partly with sledges as far as the boundary line between Alaska and British Columbia, which was marked approximately. The ascent was continued to the Marble glacier. Thence to the timber line provisions had to be packed. Fourteen miles beyond the last ascent of the new pass a creek was struck running into the Altsehk. The latter is reported as a strong river running from the west, with a slow current. Another branch comes from the north. Below the forks is a canyon, and below the canyon the river is excessively rapid.



Freely is happiness given
To comfort, to bless, to cheer;
'Tis blooming above in heaven,
With blossoms falling here.

Gather them in the dawning,
Cherish them day by day;
Else, like the diamonds of morning,
Vanish they all away.

Only the daily duties
Faithfully done, and well,
Only the starlight's beauties,
Only the chiming bell.

Even the dainty flowers,
Dotting the humble sod,
Silently mark the hours,
With grateful face to God.

Only a little kindness,
Soft as a song-bird's trill;
Only in less of blindness,
Joy shall our pathway fill.

ROSE WILCOX.

THE METROPOLIS OF THE BIG BEND.

The Big Bend country includes one of the largest agricultural regions of the west. Specifically it lies west of a straight line from near the mouth of Spokane river to the Columbia, at a point about forty miles above the junction of the Snake. In general terms it includes nearly the whole country westward from Spokane Falls to the Columbia river. It is an elevated, rolling plain, bearing little timber, a good growth of bunch grass and, in some places, sage brush. There are a number of depressions in the surface known as coulees, or old river courses, the general trend of which is northeast and southwest, as if they had at some time carried the whole or a portion of the waters of the great Columbia on their way to the sea. The principal feature of this description is Grand coulee which extends across the bow formed by the big bend of the river and bears unmistakable evidence of having once been the channel of the Columbia.

The chief town in the Big Bend country is Waterville, the seat of justice of Douglas county, and the principal trading point in the central part of the state. It is on the surveyed line of the Central Washington railway, under construction from Spokane Falls westward to tap the resources of a region having no adequate communication with the outside world, but possessing rich inducements for transportation facilities. The Seattle, Lake Shore & Eastern is another road partly under operation that is projected through Waterville. The town has about 700 inhabitants and the county about 3,000. The town is at present reached only by stage from the temporary terminus of the railway at Almira, or from Ellensburg, the former being much the shorter stage ride. The United States land office for the new district embracing Douglas, Okanogan and the north half of Kittitas counties is located there. The county commissioners recently let the contract to erect an addition to the court house, to cost \$10,000, which will make the building a great deal larger than is shown in the picture in this paper. Two new mail and stage lines were recently added to those previously in operation, making four mail stages with their headquarters at Waterville. These are the Almira & Waterville, the Ellensburg & Waterville, the Ruby City & Waterville and the Lake Chelan & Waterville, each of them making two trips a week. Thus from Waterville every important interior point is reached and the only way to get to and from them is by way of Waterville. This makes it the most natural supply point for the mining section being developed across the Columbia, as well as for the surrounding farming country.

The postoffice is a money order office. The only brewery in the Big Bend country is located in Waterville. Considerable pride is taken in providing good public school facilities, an addition to the school house costing \$6,000 being now under construction. The news field is covered by a weekly paper, the *Big Bend Empire*. There are three churches, four lodges of benevolent and fraternal orders, a board of trade, a brass band and a fire company. Most of the trades and a number of the professions are represented in the business of the town. An enterprise that is greatly needed there, and one that would surely do a profitable business, is a flouring mill. The citizens of the town will give a site consisting of an entire block of land as a bonus to secure the construction of a flour mill, and the offer is one well worth investigating. Grain raising is the most important industry in the Big Bend and as the country becomes settled the consumption of bread stuffs warrants the construction of facilities for manufacturing them at home whereby the cost of transporting the grain out to market and the flour back to the consumer will be saved by the people. A banking house is also needed in Waterville. More business that would be fa-

cilitated by a banking house is transacted in Waterville than in many towns where banks are established.

Badger mountain is a quite prominent elevation less than four miles south of Waterville. A few miles to the west is a rugged ridge that gives picturesqueness to the view. In the distance is the main range of the Cascades from the uneven crest of which snow capped Mount Stuart thrusts a sharp, glistening point into the sky. The most western sweep of the Upper Columbia is less than a dozen miles west of Waterville. There is an abundant fuel supply from the timber of Badger mountain and lumber is also accessible. But one of the greatest benefits that the town derives from that friendly knob is an unsurpassed water service, the supply being springs flowing from the side of the mountain at a sufficient altitude to afford as great a pressure as could be desired for any purpose in town. Waterville is the only town between Spokane Falls and the Columbia river north of the Northern Pacific railway that has such an ample supply of the best water with a perfect natural pressure and requiring the minimum of expenditure to establish or operate the plant. The fact that a pure water supply is available is a very important one. The health of the people depends in a great measure on the purity of the water used, and Waterville is particularly fortunate in having unfailing springs at hand and in such a situation that gravity is the only power necessary to obtain their full benefit.

So far as the farming interests of the Big Bend country are concerned it must be admitted that they are in no wise advanced. The country is very sparsely settled, so there is nothing like general cultivation of the soil. Efforts thus far have been largely experimental. But enough has been done to show conclusively that the various branches of agriculture flourish in every corner of the Big Bend. The range stock business, being least hampered by the lack of transportation facilities, was first established and it is very profitable. Cattle and horses receive more attention than sheep, because most of the country affords good pasturage for the larger animals. Sheep generally are taken where the land is too rugged for the prosperity of horses and cattle. Next to the stock interests come grain, for the production of which the Big Bend country is particularly adapted. Then root crops, vegetables and fruits are grown to a large extent, considering the comparatively small area under cultivation. But it has only been three or four years that settlers have been locating west of the Grand coulee and it can not be asserted just what the range of the products is that will yield profit to the intelligent husbandman. There has been no failure of whatever crops have been tried. It is not expected that corn, watermelons, tomatoes or the more sensitive fruits will flourish in every location. But on farms reasonably sheltered there are generally satisfactory crops and in some instances it would seem difficult to find more suitable conditions for raising semi-tropical products. Tobacco, sweet potatoes, peanuts, sorghum etc., mature in many places and when the country is brought more thoroughly under the plow it is likely that there will be a quite general cultivation of such crops. The yield of cereals is bountiful and of good quality.

Waterville draws elements of strength from the country surrounding it and also from the fact that it is the most accessible trading point for the mining region of the north and west, in which a great deal of capital is being invested. Gold and silver, coal, iron, lead and copper are obtained from the section tributary to the metropolis of the Big Bend. No town in the state has a better basis for growth, and it is growing steadily and substantially. The probability of railway communication being established before the end of this year is leading investors to note the advantages offered and to improve them.



THE VICTOR VANQUISHED.

The champion of full many a fray,
I never faltered yet,
Until upon that fatal day
My conquerer I met.
I've been where whistling through the air
The deadly bullets hailed;
Though wounds and death were everywhere
My courage never quailed.

'Mid western mountains I have faced
The savage grizzly bear,
And in the Indian jungle tracked
The lion to his lair.
I gloried in my feats of strength,
My pride no equal brooked;
I boasted high—until at length
On me Clarinda looked.

And oh, her magic eyes of blue!
And oh, that melting glance!
Despite my armor, through and through
It pierces like a lance.
Ah me, the puny love-god smites
Away my chivalry;
Though victor in a thousand fights,
The victim now am I.

No longer liberty I crave;
She nods, and I obey;
I bow to earth, a willing slave,
Beneath her queenly sway;
And—at the thought my knees with fright
Together knock—I'd rather
Against a hundred warriors fight
Than interview her father.

RICHARD H. TITHERINGTON.

Some coffee is a mere Mocha-ry.

A safe transaction—Lifting one to the seventh story.

A man of much decision—the umpire.

A very entertaining man—a hotel keeper.

A man of considerable culture—a farmer.

Whatever may be said about *your* 'ology, the old Grecian is mythology.

DON'T PRACTICE ON EACH OTHER.

JOHNSON—How is it so many doctors manage to live in Portland?

GRIZZLY—Why, that's simple enough. They just let each other alone.

WANTED TO MAKE A SCOOP.

LITTLE BROTHER—Say, Charles, do you really love Maud?

CHARLES (who has been soft on Maud for three years)—Why, what a question, my little fellow. But why do you ask?

LITTLE BROTHER—'Cause she said last Sunday night after you left that she'd give five dollars to know, and I wanted to make a scoop.

JOHN WAS SO LITERAL.

HER GIRL CHUM (sweetly)—What did John get you for a birthday present?

MRS. YOUNGWIFE (mournfully)—Not a thing.

H. G. C. (emphatically)—Why, how did that happen?

MRS. Y. (weeping)—Well, you see, he asked me (sobs) what he should get for me, and—and—I (more sobs) told him I'd love him just as—just as well (sobs) if he didn't g-get me anything, and—he—he—didn't.

STRAUS'S FATHER.

Mein vater did inshtill, dot if vonce I shouldt get ill,
To leaf der dogtors effery von alone;
Shust to neffer feel no frighd, vor der ding vould all be righd,
Vor if I didn't die, den I vould liff on;
Und himself, if he vas sick, vy, he did got vell too quvick,
Und he neffer seen a dogtor and he shtill liff'd on.

He hat ringing mit der ears, he vas filldt mit groundless fears,
Hot flushes und coldt schills, mit a hundert tousant ills,
But he liff'd on till der dogtors dey vas all dead und gone;
Vas to drowtsines inglinedt, und he had a gloomy mindt,
But he liff'd on till der dogtors had departed von by von.

He hat veight upon der schest, he hat thigness in der preast,
Und his abbedide it also got imbairedt:
Und a heffiness he feels, ven he shtays too long at meals;
He vould seek for solitude und he neffer vould intrude
On der public ven he hat all his oldt clothes on.

Ven he sat up very late, vy his heart vould balbidate
If he loose der pot at poker or at vist;
He hat pains about der thighs, he hat redtness of der eyes
If he trank too much because his friendts insist;
He vas langvid in der knees ven he vas brolongedt his sprees,
Und lasitude bot in der shkin und bone;
Und his bloodt hat thicker grown, it hadt also loose der tone—
But he neffer seen a dogtor, so he shtill liff'd on.

ADAIR WELCKER.

Strained relations—Broth of a boy.

A happy combination—Tom and Jerry.

The saw mills all have a boom in their business this year.

The letters of the alphabet are all prosperous. Only four of them are in want.

HE WAS AT HOME.

FIRST IRISHMAN—Phwell, Pat, an' phwat do yez think?

SECOND IRISHMAN—Faith an' I think it shill rain or snow.

FIRST IRISHMAN—Begora, an' phwat do yez know about American weather, ye foreign galoot?

THIS IS NOT TRUE.

SHOPPER—Are all these fast colors?

TRUTHFUL CLERK—Yes, indeed; just wet them once and see them run.

GRIZZLY—Jack Wedded was completely doubled up yesterday.

JOHNSTON—What was the trouble, rheumatism or colic?

GRIZZLY—Neither. Married.

HE RARELY GAVE FITS.

"If that fellow Neverpay doesn't settle his bill pretty soon," said Mr. Snipps, the tailor, "I shall give him fits."

"That would be something new for you," replied his friend.

TELL EVERYTHING.

MRS TANGLE—Women are more honest than men. You wouldn't hear of absconding cashiers if all bank officials were women.

MR. TANGLE—H'm—well—women might not succeed as cashiers, but they would certainly be great as tellers.

PRINCIPAL OF BUSINESS COLLEGE (to young lady who wants to study for a commercial career)—Of course you understand that the most important thing is the ledger.

YOUNG LADY—Oh, dear! Is that so? I don't like the *Ledger* half so well as the *New York Weekly*.

THE PRINTER HAD BEEN THERE.

IRATE REAL ESTATE BOOMER (entering business office of daily paper)—See here, what does this mean? I wrote in my advertisement of the "Elysium Addition" that it is fifteen minutes walk from the postoffice and you printed it "fifteen miles."

BUSINESS MANAGER—Well, the fact is the proof reader undertook to walk out there yesterday, and when the proof came to him this way he thought it was correct.

Porter was no doubt appointed superintendent of the census because it was foreseen that it would be done in a half and half way.

"THERE'S MANY A SLIP."

"And lovest thou me?" a bold youth cried,
While hope made all his being thrill.
To which the maiden fair replied,
With sweetest voice, "I love thee still."

He strove to kiss his hoped-for bride,
But was repulsed with resolute will.

"Thou told'st me false," he hotly cried.

"Nay; said I not, I loved thee *still*?" H. L. W.

When a library burns, it goes up in volumes of smoke.

"There was a striking scene at the club last night. You ought to have been there."

"Indeed; what was that?"

"We had a sparring contest."

ETHEL (who has arisen early this morning)—Oh, look, mamma! Someone has lost his watch charm on the sidewalk.

MAMMA—Nonsense, child; that is the ice.

MR. GUMPS (at the seaside hotel)—My dear, this piece of cake reminds me of your bathing suit.

MRS. GUMPS—Why? Because it has stripes running through it?

MR. GUMPS—No. Because there is so little of it.

ANOTHER VICTORY.

CUMSO—The prohibitionists seem to be still making headway in Georgia.

FANGLE—Is that so?

CUMSO—Yes. I notice that the name of a postoffice in that state has been changed from Jug Tavern to Brandon.

ARE THE FALLS TO BE HEIGHTENED?

"Do you believe that art can improve nature?"

"No, sir, I don't."

"I don't either; and yet the New York legislature thinks of spending \$66,000 in improving Niagara falls."

THE FATE OF THE "MIDSUMMER EDITION."

MERCHANT—William, what is that bundle of paper the expressman just left?

WILLIAM—It's a copy of the special edition of the *Paralyzer*, sir.

MERCHANT—Put it under the counter and cancel our last order for a bundle of wrapping paper.



WHAT MADE ALGY FAINT.

DOLLY (who has come into a fortune, relating)—Awn me way back I stopped in at Newclothe's to pay a bill—Why—Why—What's the mattah with Algy?

DICKEY—Why, deah boy, don't you know bettah than to make such startling statements before Algy in his present state of health?

Fact and Fancy for Women.

BY ELLA HIGGINSON.

DEATH IS BEST.

I hear the restless throbbing of the mill,
 I hear the water churning round the piers,
 As it has churned thro' weary years on years—
 Sadder the sound than flow of woman's tears;
 I hear the cataract its waters spill
 Down the green height of mossed and ferned hill.
 I hear the blacksmith's anvil beat and beat,
 I hear the engines clanking on their way—
 Those mighty things that yet man's hand can sway
 To his own will; and myriad sounds of day
 That blend to make commerce and life complete—
 But never hear that voice that made life sweet.
 Tell me, dear heart that once beat on my breast,
 Is death so sweet a thing? I used to feel,
 When thy soft arms about my throat would steal,
 And thy lips set upon my lips love's seal,
 That I, who lived and loved, was purely blessed—
 But, now, that death holds thee, Oh, death is best!

There has been a good deal of complaint from American women about "the dreadful depravity of Paris, where a respectable woman can not even go out on the streets alone." A correspondent of the *Argonaut* denies this statement, and asserts that there are "hundreds of charming girls and women one can meet daily out walking or shopping; they walk quietly, their manners are dignified, and you never hear them complain of being insulted in the streets. * * * If American women were a little less giddy in the street, and could conquer their natural coquettishness, they would have nothing to fear; for the fault lies entirely with them."

There is more truth than poetry in this, although American women will doubtless deny vigorously that, taken as a nation, we are coquettish, or, at least, that we are more coquettish than other nations. But, to come nearer home, we are all familiar with the woman who is constantly receiving insult; she goes about courting it and expecting it, and, as a natural consequence, she receives it. Once in a great while a woman, modestly dressed and conducting herself in a quiet, modest manner, is grossly insulted; but I think it may be safely asserted that such a thing is of very rare occurrence. It is usually the woman who dresses loudly, talks loudly or acts loudly who is insulted. If you sail down the street flaming in a scarlet satin gown, with paint on your face, parasol perched jauntily under your arm, and a general free-and-easy swing to your gait and manner, do not complain if you are insulted. There is a woman of another style who is liable to be subjected, if not to direct insult, at least to impertinent and significant glances. This is the dashing, masculine woman who is just now, I am sorry to say, becoming rather the fashion. A brilliant lawyer and intelligent gentleman speaking of a young woman of strong literary aspirations but indifferent success, said: "I have known her all my life; she is well educated and talented, but she thinks too much of the impression her appearance and personality make upon others to make a success of any work. She craves notoriety and sensation; it is the height of her ambition, not to write something that will prove helpful and encouraging to others, but to be pointed out on the street or in a public place as 'Miss Blank, who wrote that charming essay on the soul, don't you know.' Therefore, she sails down the street with her hat on one side, her umbrella under her arm, her hands in her

jacket pockets which throws her elbows akimbo, and as likely as not her gloves flapping, unbuttoned, about her wrists. I like her, and I have remonstrated with her, but she only tosses her head and declares that she is a privileged character. Wherever she is she tries always, by every glance, tone and movement, to attract attention—and she succeeds; but she would feel anything but satisfaction could she hear the remarks and see the significant glances of men about town when she passes by."

The woman who minds her own business is safe in most places and in most situations. I know women who have lived in the roughest of new western railroad and mining towns, mingling, in a business way, with the very lowest of both sexes, who can boast that they never received a disrespectful word or look. Such women may well hold in contempt the simpering, doll-faced beauty, or the dashing, masculine one, who is always crying out that she has been "insulted" and that "a respectable woman is not safe anywhere, don't you know."

Lady Montague said: "The only thing that reconciles me to being a woman is the fact that I can never marry one." Mrs. Jamison: "I think it is the cowardice of women which makes them such intense haters." Anna C. Steele: "Women are generally consistent in their insincerity, if nothing else."

Now, it puzzles me to understand why women should say such little, mean, satirical things about women. The noblest writers among men have said the most beautiful things of women; and if they are so generous as to overlook our faults—or, at the very least, to touch them kindly and regretfully, instead of with sarcasm—why should not we be as generous to ourselves? Almost any bright woman may be witty at the sacrifice of other women's feelings if she desires to be; but the witty woman does not do very much good in the world. She is amusing—Oh, very—and so entertaining that men stand around her and listen to her caustic remarks in depreciation of her sister women, and laugh at her wit, and think what a brilliant and clever woman she is, indeed. But when they go home and are alone—Ah! when they are alone—their better selves arise up and they think, with a strong, noble thrill of the heart, of the gentle women they love whose lips never know sarcasm or scorn, and who are prone to see only goodness in other women. And I believe that their reflections of the brilliant woman who has wasted her little hour and sacrificed the best of her womanhood for the sake of amusing them are something like this: "She is undoubtedly clever; but she sees all the badness that is in other women, because it is in her own heart; and she sees none of the goodness and purity, because she has them not herself."

Whittier says of us: "If"—and, mind you, he even puts in that "if"—"woman lost us Eden, such as she alone can restore it."

Every true woman must, indeed, regret that Miss Field should call a man a "dog," an "accident," an "incubus," and an "obstinate fool." It is not only degrading to herself, but it also cheapens women who hold the same positions that Miss Field holds. Besides both these strong reasons why such spiteful language should be deplored, it is without sense, because such writing must be regretted by the writer's best friends even; it carries no reasoning; it falls short of its mark; it is

slangy and vindictive. It might be excused in an untrained school girl, who had been flattered into the belief that she was mightily "clever," but it is not excusable in a woman of mature years. There is no reason why women should not write editorials couched in plain, pure, simple, strong language, without spite and without injustice, as well as men; and spiteful, personal attacks written by women should be frowned down by women journalists, so that men of good, sound sense will not feel compelled to judge the "female intellect" by one "sample."

Some white men whom I know would do well to follow the example of young Puget sound Indians, many of whom I have seen walking the streets proudly, carrying a brown, round-eyed pappoose in their strong arms, while the contented mother trudged along with her hands demurely folded in her shawl. I am told that this is a mark of civilization, but I frankly confess that some of the most civilized—at least, in their own estimation—men I ever knew would see their babies languish for air and sunlight before they would carry them out in their arms or push a stylish "perambulator." In reality one of the most beautiful sights in the world is that of a strong man carrying or leading a little child, since it reveals not alone pride in his offspring, but also—and what is more important—consideration for the mother. There are some things connected with motherhood that are hard to bear; and the hardest of all is to have to suffer it without consideration.

Beware of the man of whom his friends say: "Poor fellow, he is his own worst enemy. There's not a bit of harm in him—he is 'Hail, fellow! Well met!' He injures only himself—he is weak." I tell you to steer clear of that man! Do not ever let him get a foothold in your life, or you will regret it as surely as you live! When people say that a man wrongs only himself they forget those who are near to him and who love him. A man can not be "Hail, fellow! Well met!" with everyone without neglecting his business; without spending money unwisely that should belong to his family; without hurting and grieving the woman who loves him. I know him. I have seen him, jolly and good-natured abroad; and I have seen him, neither jolly nor good-natured—nor anything else good—at home; and I tell you, girls, to beware of him!

The young women of Cambridge University have created a sensation in English educational circles by their phenomenal success in mathematics. The highest educational honor yet won by women has been gained by Miss Phillippa Fawcett, aged twenty-two, who is bracketed superior to the senior wrangler. In addition to Miss Fawcett's wonderful achievement two women figure in the list of wranglers, ten are senior optimes, and four are junior optimes. No women failed to pass, but six men failed completely. Time was when rhetoric, composition and poetry were considered of more use to girls than more "solid" studies; and they were told, with an indulgent smile, when they failed: "Never mind—mathematics were meant for boys who must go out in the world, and not for girls who must stay at home and rock the cradle."

I have known a gentleman for many years—I do not care to say how many (for the gentleman's sake, of course)—whom I never saw without a flower in his coat; morning, noon or night; church, theater, street or boat; happy or sad; best clothes or second best; rose, violet or cherry bloom—the flower is always there; or, if not a flower, at least a dappled clover leaf. It is a pity that more men do not care for these little things. A

woman's eyes invariably find their way to a flower in a man's coat, and her heart knows a little thrill of pleasure. To wear a flower does not mean that you are a dude, but it does mean that you have an appreciation of the beautiful things of life.

The *Illustrated American* publishes the only photograph of Worth, the great man-dressmaker, that he has ever consented to have published. The article accompanying the portrait states that he fully appreciates the fact that he has achieved greatness, and that he has the manner of an autocrat. His picture certainly represents an autocrat—of a certain class, the coarse, pompous, two-or-three-diamond-rings-on-one-finger class. The refined woman who will go to a man and allow him to "create" a costume suited to the peculiarities of her figure and style of beauty must sacrifice considerable modesty to the goddess of fashion.

Rose Maury, who illustrates for five of the best Parisian journals, is the daughter of a station master in France. She is a protegee of M. Durny, minister of public instruction, who happened to see her sketching when she was seven years old. A brilliant future is prophesied for her. Yet, if M. Durny had not happened to pass along her way, she might still be "blushing unseen" in the old station house, though real genius is seldom entirely overlooked.

At the queen's last drawing-room, a young debutante, wearied with the weight of her unaccustomed train, the crush of entrance, and all its annoyance, broke down in her long-practiced salutation and burst into tears. Whereupon good Queen Victoria took the tired face in her hands, and kissing it tenderly, whispered, "Never mind, dear."

Mrs. Cleveland was at first received very coldly by New York society, but with her grace, her amiability and her tact she has won her way straight to the coveted place. She has been seen sitting on the box seat of Mr. Perry Belmont's coach, beside that gentleman himself, which is considered the "crown of glory" to New York society people.

Mrs. Harrison has been presented with a deed to the Cape May cottage which she occupied last summer. It is the gift of Mr. George W. Childs, of Philadelphia. It is old-fashioned, and has twenty rooms, and one can not refrain from reflecting what a picnic it will be to Baby McKee.

A wife once complained that her lot was almost unbearable because her husband was always cross and surly and out of temper when at home. "But," said a friend, anxious to say something encouraging, "he is kind to you when he is not out of temper, isn't he?" "I have forgotten," was the bewildered and pathetic reply.

The new two-button gloves are lovely—Oh, lovely! But they make one's wrist look like that of a very fat baby with an ugly crease in it. You who have pretty arms, don't wear them! And you who have ugly arms, Oh, I beg you, don't wear them!

Virtue is a modest flower which often blushes unseen in its hidden nook, while many and many a gaudier one falsely sails under its name in the world, to be admired of men.



MOSCOW IS MOVING.

The enterprising young city of Moscow, in Northern Idaho, is accomplishing a great deal in a quiet way this year. It has sustained two heavy fires since the snow disappeared, but the buildings burned were wooden structures and are being replaced with better and safer ones. This ordeal of fire is one that seems inevitable in the average town, and the earlier it comes the less disastrous it generally proves. On recovering from these visitations of fire a spirit of rugged independence is developed and the whole subsequent growth is on a better basis. Moscow's fires have in no wise crippled her.

The first important enterprise carried to successful issue this year was the project of supplying the city with artesian well water. The boring of a well there was in the nature of an experiment, but it terminated successfully, and now there is an abundant supply of pure water conducted through the city in iron pipes for domestic use and for fire protection. The question of obtaining an adequate water supply and of disposing of the city's sewage were the most perplexing ones that confronted the people and both are completely solved by the success of the artesian well project. No city in the country has a better water service now. The water is even employed in irrigating gardens, though this is not necessary in that country.

Another important thing for Moscow is the extension of the Palouse branch of the Northern Pacific railway to the Potlatch country and on down the Clearwater river to Lewiston. This extension, which is now under construction, will pass through Moscow and give it competition in transportation as well as to afford an outlet to a different seaport for its vast grain output. By harvest time this year Moscow will have not only two rival railway lines to ship over but the choice of two seaports to ship to. The result must be an increase in the amount the producer gets for his product and a proportionate increase in the wealth of the section. And to make grain raising more profitable is to make the country more attractive to industrious settlers.

It was only five years ago that all produce from the Moscow region had to be freighted to the Snake river, that being the only transportation route out, and for but a few weeks in the fall. Almota, Wawawai and Stéptoe canyons and Lewiston hill were the practicable approaches to Snake river from that direction, and they were from twenty-eight to thirty-seven miles from Moscow. Most of the grain went by way of Wawawai canyon because that was the easiest road to travel. But such transportation was uncertain and expensive at best. Often heavy losses were sustained by reason of the inability to get boats to float the grain down the river during the brief period that the stream was navigable after harvest. Often long chutes were constructed in which the grain was sent from the top of the canyon down to the river, 2,000 feet or more, thus making a short cut when teaming was impracticable. These long spouts may be seen along the Snake to-day. But the railroads have relegated them to "innocuous desuetude," and the farmers are correspondingly more prosperous.

TEKOA JUNCTION, WASHINGTON.

The Washington & Idaho railway is the branch of the Union Pacific system extending into the Cœur d'Alene mining region. It joins the main Spokane line of that system at Tekoa, a young

town at the forks of Latah and Hangman creeks and but a few miles from the Idaho boundary. The town was platted in the summer of 1888, when the railway survey was made through that country. A saw mill had been in operation there two years previously. The real growth of the town did not begin until a little more than a year ago, when the railway construction pushed it into prominence and a prosperous community gathered in a few months. It was last year incorporated under the law that was afterward declared void, and re-incorporated the past spring. The town now has a population of about 400 souls.

One of the advantages of Tekoa is that it is an important railway junction and a divisional point on the line. The railroad company has a round house there, and car shops are in course of construction that will have a pay roll of \$25,000 per month. These shops will be in operation before the end of the year. The establishment of such enterprises in so young a town surrounded by a richly productive country greatly hasten its growth and place it upon a substantial foundation. Tekoa has two large grain warehouses that are insufficient to accommodate the crop marketed there. It has a weekly newspaper and three hotels. A public school house, to cost about \$6,000, will be constructed this year. A church is also under way. A flouring mill and a machine shop and foundry will be built this year and a brick yard put in operation. Considerable attention is being directed to grading streets and putting walks in good condition. An artesian well, 100 feet deep and flowing about twenty-five feet above the surface of the ground, supplies an excellent quality of water.

Tekoa is in the midst of a very rich agricultural country. Not all the land around the town is under cultivation yet, but the fields are immensely productive and the crops of grain taken are surprising to the ordinary farmer. There is sufficient natural moisture for crops and the use of fertilizers of any sort is unknown on that rolling, elevated plain. The creek bottoms, hill sides and hill tops are all cultivable, though the steeper hill sides are generally left to furnish pasturage for grazing animals, and only the land in more favorable situations put under the plow. There is no scab land to interfere with the operations of the husbandman. The roads in the country are in good condition, and the general trend of the ridges toward the streams and down their courses brings a wide range of country directly to Tekoa to market products and buy merchandise, for it is situated at the junction of the two most important streams of that region. The Idaho boundary is only two miles to the east, beyond which is the Cœur d'Alene reservation, of which 220,000 acres will soon be opened to settlers. Fuel is obtained in abundance within four miles of the town. The heavy timber supply about the streams flowing into Cœur d'Alene lake can be brought by rail to Tekoa to be manufactured. It is likely that many enterprises for utilizing these advantages will be started in the young town this year, and there is every prospect that the growth, so auspiciously begun, will be continued with the development of the tributary country.

The grounds of the Washington State Reform School, recently located at Chehalis, are being cleared and graded preparatory to building.

THE GROWTH OF BLAINE.

One of the surprises of the census will be the position taken by the city of Blaine among the towns of consequence in Washington. It is but a few months since Blaine began to attract attention, but during that time she has put her best foot forward in such a way as to gain a position among the acknowledged coming cities of Puget sound. To be sure, by the time the census figures are published Blaine will have grown entirely beyond them; but this is something that can not be helped. It is impossible for the census to keep up with the growth of such a place unless a new enumeration is made every month.

Blaine, named in honor of the "Plumed Knight," as might be supposed, occupies a unique position, and one that gives it peculiar elements of prosperity. The town is the farthest north of any on the Pacific coast of the United States, exclusive of Alaska, the international boundary line between Washington and British Columbia forming the northern boundary of the corporation. In front of the city lies Drayton harbor, a portion of Semiahmoo bay, a large, deep and practically land-locked harbor, one of the best of the numerous fine harbors on Puget sound.

Not only has Blaine a fine harbor, but the fact that at this point the boundary line touches the waters of Puget sound adds strength to her position. In a few days the Fairhaven & Southern and the New Westminster & Southern railroads will meet at Blaine and interchange traffic, the former being a branch of the Great Northern and being connected with all the other railroad systems of Puget sound, and the latter being connected directly with the great Canadian Pacific. Blaine will be the first sea port on American territory reached by the Canadian Pacific, and must naturally play an important part in the international traffic of that road. The same is true of the freight handled by other lines going to, or coming from, the Canadian provinces. Round houses and shops for both roads, custom houses for both nations and other necessary adjuncts of a city so situated will be located there: Ship building will become an important industry, and the Canadian Pacific has already secured a large tract on the shore of the bay for that purpose.

There are other railroad prospects possessed by Blaine that give promise of adding to her advantages. The Spokane Falls & Northern has projected a line to the coast through the Okanogan mining district, following very closely the international boundary, and it will undoubtedly find its terminal harbor at Blaine, giving a competing line to the interior and the east. The Drayton, Lynden & Spokane Falls Railroad Company, projected to cross the mountains by the way of the Nooksack, has secured right of way as far as Lynden.

Railroads alone are not what Blaine relies upon for her prosperity and growth. To the north, east and south stretches a large area of agricultural land, much of it densely covered with the famous fir and cedar that have given Puget sound timber such an excellent reputation. There is also an abundance of coal and iron near the city, as well as fine building stone, brick clay and other valuable natural resources. These varied causes have already begun the work of building up a city on Drayton harbor, and will continue their work until Blaine shall be as familiar a word everywhere as the names of other cities that began their growth years ago.

PULLMAN, WASHINGTON.

One of the live, progressive towns of Washington is Pullman, situated in Whitman county, eighty miles in a southerly direction from Spokane Falls. Nature has been so bountiful in her gifts to this favored section that it has justly been called the garden spot of the Palouse country, and no greater praise could be given. The town lies nestled along the side and at

the base of hills which form the South Palouse valley, through which flows the stream of the same name, forming natural drainage and giving new beauty to the location. Ten years ago the town was in its infancy, but with the advent of the Oregon Railway & Navigation Company railroad in 1885, and the Spokane & Palouse branch of the Northern Pacific two years later, the town was launched on the high road to prosperity, which was slightly checked for a time by the fire of June, 1887. The natural advantages possessed by the town, however, aided by the indomitable pluck and enterprise of its citizens, soon overcame the loss thus sustained, and the town went on to greater success than ever, until recently it again suffered from a conflagration. The fire, starting at the livery stable of Lyle Brothers, on Grand street, could not be checked until the entire business portion of the town was burned, and a loss of over \$200,000 sustained by its people. This would have crushed the nerves of the average town, but not so with Pullman. On the morning after the fire its business men were found clearing away the remains of their former fortunes and preparing to continue their business without interruption. Tents were secured and temporary quarters prepared, and business went on regardless of a fire which would have been serious to a much larger place. Pullman has a population of about 1,000, and is the proud possessor of some half dozen fine artesian wells, which make the water supply unlimited for public and private purposes, and which it proposes to utilize at once in connection with a fire company to prevent another possible disaster similar to the ones which have befallen it. Its location has made it quite important as a grain market, and it is said that more grain is marketed at Pullman than at any point north of Snake river, the average annual shipments for several years being 750,000 bushels. The present indications are favorable for an exceptionally large crop, which, together with the increased acreage, will probably swell the shipments of 1890 to over 1,000,000 bushels.

It has several new enterprises as well as many unfinished buildings which it is pushing forward to completion with renewed activity. Aid has been offered it by the neighboring towns and railroads, all of which it has declined, with thanks, with the exception of the assistance of the railroads which will bring in new materials to be used in rebuilding at very low cost. With such pluck and energy, and amid surroundings so conducive to prosperity, Pullman hopes soon to arise again, literally from its ashes.

The Portland & Puget Sound Railway Company, the name under which the Union Pacific will build its extension northward from Portland, has elected the following officers: President, Charles Francis Adams, Boston; first vice president, W. H. Holcomb, Omaha; second vice president, D. P. Thompson, Portland; third vice president, G. M. Lane, Boston; secretary, W. W. Cotton, Portland; assistant secretary, Alexander Miller, Boston; treasurer, James G. Harris, Boston; local treasurer, C. F. Holcomb, Portland; comptroller, O. W. Mink, Boston; auditor, Erastus Young, Boston.

Alexander Badlam's work on Alaska is the most complete and entertaining volume yet issued that treats of the wonders, beauties and resources of that little known portion of Uncle Sam's domain. It is entitled "The Wonders of Alaska," and is published by The Bancroft Company, San Francisco.

The city of Goldendale, Washington, recently held an election to bond the city for water works, etc., which resulted in a vote of 125 to 7, in its favor.

West Shore

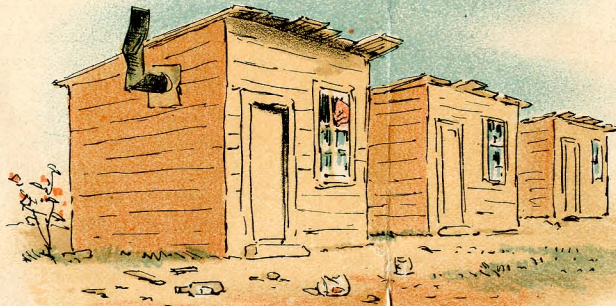
The hotel coach will convey guests from the depot.



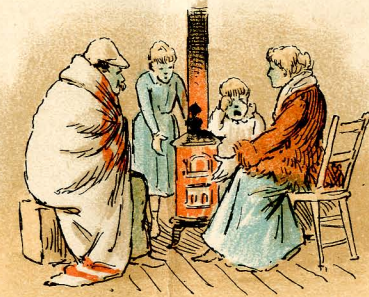
Elegant apartments, House newly furnished throughout.



Cosy cottages for families.



Climate mild and healthful.



Delightful surf bathing. Water always warm.



Fine sail boats for the use of guests.



Splendid fishing.



Overworked servants at home.



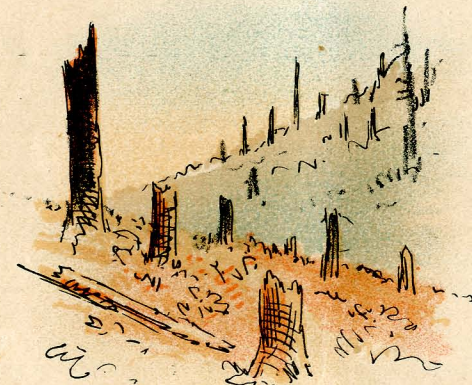
Plenty of game.



Sparkling spring water.



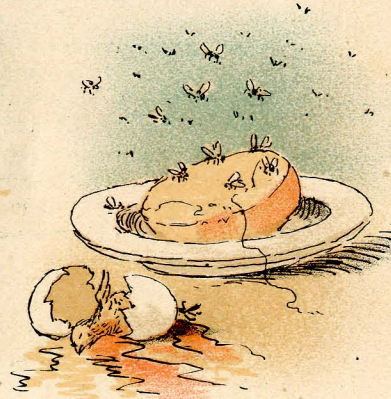
Magnificent scenery.



Lovely beach for promenade.



Fresh butter and eggs.



Balmy sea breeze.



Table de hote. - The best the (seaside) market affords.



C. L. Smith

NOW IS THE TIME TO SEEK HEALTH AND COMFORT AT THE SEASIDE.

FARMINGTON, WASHINGTON.

Farmington, Washington, was platted in the fall of 1878, by G. W. Truax, a pioneer in that section. There were few settlers then in the adjacent country and no immediate prospect of railroad communication, but the configuration of the country argued so strongly the importance of the Upper Pine creek valley as a good location for a trading post that it was deemed a wise move to plat the town. The region was unsurpassed in richness, and the trend of the hills and valleys made Farmington the most convenient trading point the settlers could have. In 1888 the town was incorporated under a law that was afterward declared of no force, and re-incorporated the past spring. Its population numbers about 600, and it is in every respect a flourishing young city with the most substantial agricultural backing.

Pine creek, which takes its rise in the mountains two or three miles northwest of Farmington, winds through a valley of unusual richness to Rock lake, some thirty miles to the northwest, which is drained to the Palouse river by Rock creek. To the northeast of the town are the Cœur d'Alene mountains, spurs of which break the surface of the country and throw promising mineral lodes within the reach of the prospector. Steptoe butte, the most important land mark in the whole Palouse country, lies fourteen miles southwest of Farmington. Stratton's butte is a smaller elevation a short distance south of the city. Silver creek, Cedar creek and Deep creek valleys to the south and southeast, and Dutch flat to the north, are the local names given to extremely rich and beautiful tracts of land embracing a large area all under cultivation and directly tributary to the city of Farmington. The rolling hills and valleys extend to the west indefinitely across that famous farming region known as the Palouse country.

Farmington has the best public schools of any similar town in the whole upper country. The building, equipped for work, cost more than \$10,000. Three teachers are employed and school is maintained nine months in the year. The city has one bank with a capital of \$50,000, a weekly newspaper, two good hotels, three churches, and there is now a good prospect for having located there a Seventh Day Adventist college to cost about \$30,000. A donation of an ample and most attractive site has been made, and other inducements offered that command careful consideration. The beautiful location and healthy moral tone of the community must appeal strongly to any one charged with the duty of selecting the site for such an educational institution. There is the usual class of mercantile establishments and shops in the city. The flouring mill is now exchanging its buhr stones for a full roller system. There are three large warehouses and an elevator of 50,000 bushels capacity, which are not enough to handle promptly the grain harvested each season. A planing mill, and harness maker's, blacksmith's and wagon maker's shops attend to their respective lines of manufacturing for the community.

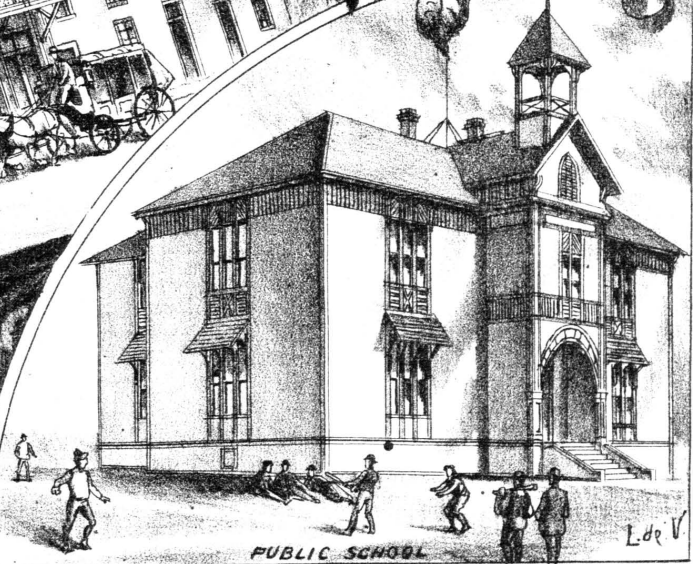
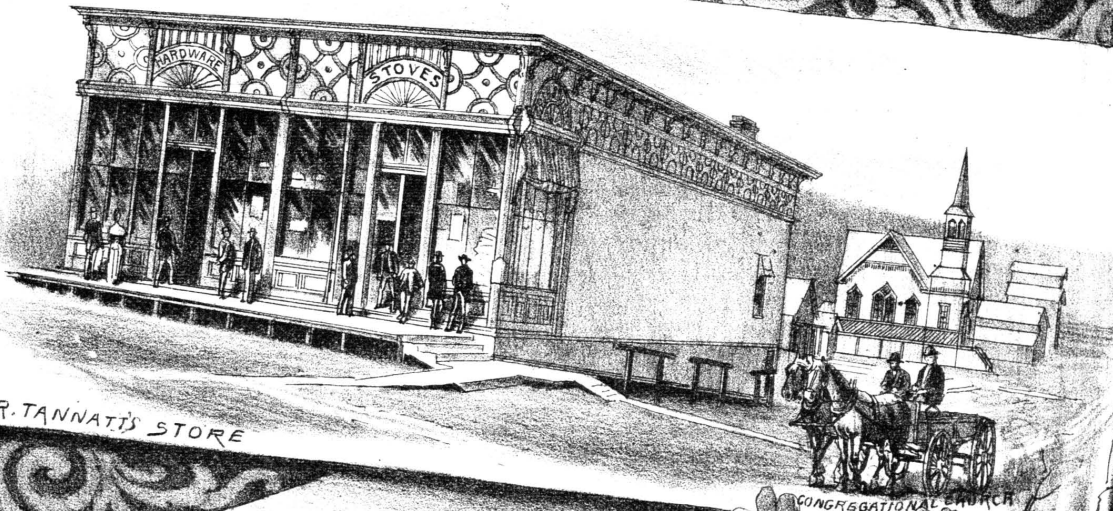
In the hills three or four miles east of Farmington there have long been noticed indications of mineral wealth. Prospectors have done more or less work about the ledges, but not until a few weeks ago was any important strike made. An experienced miner from the lower country became interested in prospecting the hills near the city, and he soon struck a quartz lead of such unusual richness that considerable excitement was created, and people worked night and day staking off claims. There is no question as to the richness of the Farmington find. Nuggets of gold larger than beans have been found, and the rock where the principal discovery was made is seamed with gold and silver. The character of the rock makes old miners confident that the output will increase in richness

with development and there is a favorable prospect for the opening of a very important mining camp at that point. A superior quality of building stone is also found within two or three miles of Farmington. It is a gray sandstone of great durability and is quarried at small expense. Granite of dark color and fine grain, capable of taking the finest polish, is found in the adjoining ledges and it is being sought by stone workers from Spokane to Walla Walla. It is especially suited for monuments, mantels, etc. The convenience of railway transportation is an important consideration in the development of the various minerals lying in abundance about Farmington, and the prospect of soon having a competing line connecting with the Palouse branch of the Northern Pacific affords additional encouragement to those who are investing in the mines and quarries. The town is now on the main Spokane line of the Union Pacific, which owns valuable property there. There is a natural pass between the foothills and Stratton's butte, east to the broad and highly cultivated valleys of Silver and Deer creeks. From this connecting divide one obtains an extended view of the above named valleys stretching east and south for twenty-six miles to the Palouse river. This valuable country in Northern Idaho would be tapped to best advantage by way of Farmington, the country offering no obstacles in cuts or fills worthy of mention. The Idaho boundary is the eastern limit of the city.

The rare beauty and general healthfulness of the country surrounding Farmington make it a most charming residence locality. The vast expanse of rolling surface covered with grain fields, orchards and grass land presents a scene by no means common even in the fair land of the Palouse. The uncultivated tracts are covered with a variety of wild flowers more than half the year. The luxuriance of both wild and tame grasses is unexcelled anywhere. The soil is easily worked and of remarkable fertility. The yield of wheat is from twenty-five to forty bushels to the acre, and the other cereals, roots and fruits produce proportionately. The complaint is sometimes heard that Eastern Washington with her grain fields is yet not a section of beautiful home making. This in no sense can be applied to that portion of the Palouse country adjacent to Farmington. The scenery is beautiful, the location of the city all the eye could desire. Orchards, broad fields of timothy extending well up on the hillsides, shade trees and the prevalence of green verdure causes one to recall familiar New England localities. The pleasant home of General Tannatt, on a slight elevation overlooking the city, is a forceful illustration of what may be accomplished by a little attention to one's surroundings in this favored section. Cultivated grasses grow luxuriantly and find a ready market in Spokane Falls and the mines. Board of trade statistics show eighty five cars of baled hay shipped during the past winter. Potatoes were also shipped in large quantity and with other vegetables are produced in abundance by nearly every farmer.

The past and present strength of trade in Farmington are shown in the large stocks carried by her merchants, and in the additional fact of importance that her large store buildings, hotels and warehouses have been erected and are owned by their occupants. The trade of the surrounding country and that of the Cœur d'Alene Indians fully explains why Farmington, in her mercantile interests, presents stocks of goods that at first sight would seem more in place if offered in a city of much larger proportions. It must be borne in mind that the Cœur d'Alene Indians are farmers, using all the modern appliances, such as mowers, headers, threshing machinery, etc. Between these Indians and the people of Farmington the most friendly relations have ever existed, and in consequence of this the

West Shore



FARMINGTON, WASHINGTON.

Washington & Idaho railroad obtained their right to cross the reservation. Couple the above with the wealth of beautiful farms surrounding Farmington and stretching out through the Silver creek and Deep creek valleys, and one has an answer to the query that suggests itself in examining the trade interests of the city and their certain support.

Farmington, in common with many of the older towns of Washington, resting upon a certainty, and with none of the spurt of speculation incident to new localities, has not as yet touched the booming period. That her beautiful location, immense agricultural resources, timber and excellent sandstone and granite in her hills will soon change the past is inevitable.

For years it has been known that the Cœur d'Alene mineral belt not only embraced the Indian reservation but extended to the foothills surrounding Farmington. Numerous prospect holes are in full view of the town. Recently rich deposits of ore have been found and at the time of our visit the usual excitement attending such discoveries was seen, though effort was made to keep the matter quiet. Experienced miners have been called in, farms dotted with stakes and in one case at least purchase immediately followed the discovery of the lode. The farmers and merchants are making a strong and determined effort to obtain additional railroad connections, basing their appeal upon their large grain shipments and general freight traffic. This obtained, Farmington must of necessity spring into the arena and obtain a growth measured only by her resources which certainly are great.

The Washington State Fair has filed articles of incorporation, with a capital stock of \$20,000. A magnificent site has been secured near Chehalis, the county seat of Lewis county. This locates the fair in the heart of the best agricultural section in Western Washington. The railroads constructed and under construction through Chehalis make it an easily accessible point. It is the intention of the association to have the best mile track in the state. The incorporators are: John Blurock, Vancouver; D. M. Ross, Puyallup; Rufus Siler, Vance; Geo. Sears, Centralia; Jotham Goodell, Willapa City; Hon. W. B. Gosnell, Winlock; Cyrus White, Boisfort, and T. L. Devereese, John Dobson, N. B. Ward, C. Bishop, S. A. Phillips, Geo. L. Young, L. K. Cogswell, L. Lawrence, of Chehalis.

Work has commenced in earnest on the railroad between Chehalis and Willapa harbor, a large grading force being now at work on the west end. Ground will be broken at Chehalis early in July.

Spokane Falls has completely reorganized its board of trade and on a new basis. The new chamber of commerce has a capitalization of \$25,000 divided into 250 shares and will purchase a site and construct a building that will make its stock a remunerative investment. The organization will be in a condition to make investments and hold property and in many ways to become an important factor in promoting the prosperity of the city.

The Washington Industrial Fair Association has been incorporated with \$50,000 capital at Seattle, and proposes to hold fairs, etc. The first meeting of the association is being held—July 11th, 12th and 13th. The officers are: President, B. F. Shaubut; vice-president, J. W. McLeod; second vice-president, J. F. McNaught; third vice-president, S. Baxter; treasurer, J. H. McCraw; secretary, F. B. Boarman.

The town of Weiser, Idaho, has been extremely unfortunate in the matter of costly fires. The last fire has induced its citi-

zens to abandon the old site, and to locate the new town in a most eligible location near the Oregon Short Line depot, a short distance from Snake river. This will doubtless add new vitality to that plucky and enterprising town.

Aumsville is located fourteen miles southeast of Salem, Oregon, and is in the midst of a rich fruit and grain growing country. It also has fine stock lands, and valuable water power and still is clamoring for a newspaper and the establishment of other local enterprises.

The Woman's Home, of Seattle, for the home of laboring women and girls, has been incorporated. The officers are: President, Mrs. G. Kellogg; vice president, Mrs. Rees P. Daniels; secretary, Mrs. Fred H. Peterson; treasurer, Mrs. W. N. Reeves.

The petroleum production of Southern California last year reached 18,000,000 gallons, valued at \$1,200,000. The article is of special value to that region. Its utilization as fuel for manufacturing purposes has had much to do with solving a vexed question.

Over \$4,000,000 worth of the Oregon Short Line and Utah Northern Collateral trust bonds have been sold in Europe, payable direct in the United States. The Union Pacific pays for Oregon Railway & Navigation stock with this money.

Another paint mine has been discovered in Oregon, this time near Monroe, Benton county. The ochre is of dark red color, clear of grit, and mixes readily with oil. Underneath the red ochre is a vein of yellow.

A big tree in the Mammoth forest, ninety-two miles east of Tulare, California, is being taken out for exhibition. The tree is ninety-nine feet in circumference. It is intended also for the Chicago World's Fair.

The United States steamer *Monterey*, which is being constructed for harbor defense at San Francisco, and an engraving of which recently appeared in WEST SHORE, will soon be ready for launching.

Valuable gold bricks are reported from the Boise City, Idaho, assay office last week. Rye valley turned out one valued at \$1,500; K. P. Plowman one for \$2,515 and the Bording mines one for \$2,625.

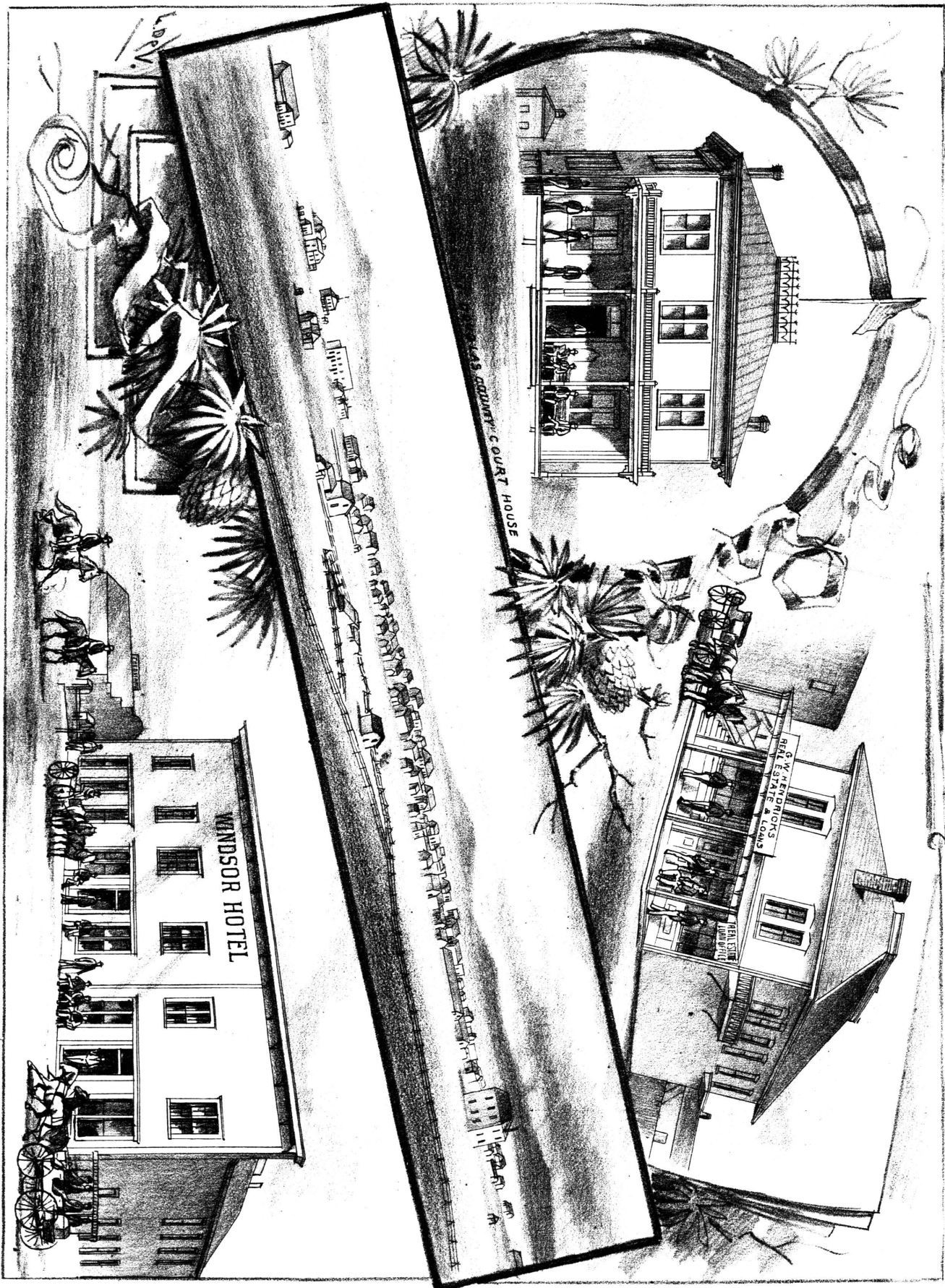
The work of erecting the big smelter at Spokane Falls has been begun and the railroad to the site is under construction. It is expected that the plant will be ready to smelt ores within ninety days.

The machinery has been purchased for a paper mill at Lebanon, Oregon. The building will be 120 x 90 feet, and it is said the mill will be one of the largest straw mills in the United States.

The total wool shipments from California for the past five months were 10,256,130 pounds; showing an increase of 5,108,480 pounds over the corresponding time last year.

The Butte & Bozeman Short Line railroad has been turned over to the operating department of the Northern Pacific, and regular trains are being run on that line.

Best Shore



WATERVILLE, WASHINGTON

THE OREGON LAND COMPANY.

Probably there is no better illustration of the fact that things do not do themselves, than in the growth of our western cities. When a city is moving along at a lively gait, there is pretty certain to be a special reason for it besides the mere advantages of location and resources it may possess, and he who investigates the question will find that the main spring of action is one or more men of intelligence, enterprise and energy, who are using all three of those attributes in the work of pushing their city to the front. It has been demonstrated time and again that two rival cities of equal opportunities have grown unequally simply because of this one fact. The capital city of Oregon is a good instance of this. For years Salem made but little progress, though surrounded with the finest fruit and grain lands and possessing fine water power and transportation facilities. Two years ago the Oregon Land Company was organized there and began an active campaign of advertising the advantages of the city, at the same time inaugurating several enterprises for its improvement and secured the control of many fine tracts of land in and about the city so as to meet the demand created by their work. The result is that Salem has been, and still is, making a growth unprecedented in her history, due almost entirely to the work of this enterprising company.

Not content with its achievements in Salem, the Oregon Land Co. branched out to Albany, Astoria, Portland and other places, and has become an important factor in the growth of those towns. Its principal place of business is Salem, but its offices in the southeast corner of the Hotel Portland are the most elegant real estate offices on the Pacific coast. They have that same air of thoroughness and enterprise that are the company's chief characteristics. The members and officers of this institution are old and well-known business men of Salem, whose names alone are a guaranty of stability and honorable dealing. This fact alone has had as much to do with the phenomenal success of the company as the enterprising methods of its managers.

One of the first great truths recognized by the company was the fact that the Willamette valley is destined to become one of the leading fruit-growing sections of the world. Accordingly it purchased several large farms in the immediate vicinity of Salem, and cut them up into small tracts suitable for fruit growing, and has sold hundreds of them, upon which thousands of trees have been set out. At the same time it laid out a residence addition to the city, upon a high and healthful site, and extended a street car line to it, thus providing a place where beautiful homes could be secured at comparatively small expense. This policy, started in Salem, has been continued in the company's operations elsewhere, and has always been productive of the best possible results. The company has succeeded because it has first endeavored to ascertain what was required, and then has not only supplied the want but has persistently informed the public of its ability and readiness to supply it. Not only has it advertised that it could supply the demand for lands, lots, factory sites, etc., but it has never failed to do so when called upon. This is another important feature of its success, and will have an important bearing upon its future work.

By its own exertions and business capacity the Oregon Land Co. has become the most widely known and the most extensive dealers in real estate in the northwest. At its elegant offices in Portland the seeker after property of all kinds, be it city or suburban lots, small tracts, vegetable gardens, fruit lands, farms, timber lands, grazing lands, mines or manufacturing sites, will find a large list to select from, as well as courteous and well informed members of the company ready to give all

possible advice and assistance. People living in the east or in any place where it is inconvenient to visit Portland can secure full and reliable information upon any branch of its business by addressing the company either at Salem or Portland. Special attention is given to this transaction of business by mail, and those who place confidence in the integrity and good judgment of the managers of the company by relying upon them to make investments and to select property for them will find that they have often secured better results than would have been the case had they undertaken to give it their personal attention.

On the last page of this issue of WEST SHORE is given an engraving of the suburban town of Minthorn Springs recently laid out by the company as a suburb to the growing city of Portland. It lies on the line of the Southern Pacific railroad, just south of the city of East Portland. It is reached by that road three times a day by regular trains, and will soon have three other transportation routes. One of these is the Woodstock motor line, which is now within one and one-half miles, and will soon be extended to Minthorn; another is an electric motor line between Portland and Oregon City which will pass through the villa, and the third is a steam motor line between the same points, which will pass within half a mile of Minthorn. These roads will supply unrivaled facilities for frequent and rapid transit between Minthorn and the city, and render this the most desirable and accessible suburban villa Portland possesses. The villa may also be reached by the famous White house drive and ferry and by steamers on the river. So far as health, pure water, scenery, etc., are concerned, Minthorn Springs has no superior and few equals.

All communications about property and investments in Oregon or Washington should be addressed to the Oregon Land Co., either at Salem or Portland, and they will receive prompt attention.

Strangers wishing to learn of the financial standing and honorable record of the company would do well to correspond with Hon. Geo. Williams, mayor of Salem; Hon. Van B. DeLashmutt, mayor of Portland; the First National Bank, of Salem; the Capital National Bank, of Salem; the Williams & England Banking Co., of Salem; the Oregon National Bank, of Portland; Ex-Governor Thayer, Chief Justice of the Supreme Court, Salem; Hon. E. B. McElroy, State Superintendent of Public Instruction, and H. W. Cotile, Manager State Insurance Co., of Salem.

Fruit and vegetable culture in the Pacific states is no longer an experiment. One has only to visit W. P. Watson, an old horticulturalist, near Portland, to see to what perfection it can be successfully done. He has fruits of almost every kind and variety, and some on young trees set and grafts inserted the past spring, one year ago. There may be seen flowers in endless variety, grapes of all the leading varieties, and turnips now growing on land from which he has gathered a crop of peas. Mr. Watson offers a reward of \$1,000 for his success, under similar circumstances, to be beaten in any state in the union. He is an experienced horticulturalist, but what he has so easily done may be well done by others.

A nineteen foot vein of silver carbonate has been found at Logging creek, Montana, at a depth of six feet, which assays an average of \$2,600 in gold, silver and copper, and a portion of which ran as high as \$3,100 to the ton. It is a fissure vein, and the find is said to be a very valuable one.

The mines at Colville, Washington, are doing well. The daily receipts of ore at the smelter there being about forty tons.

MISS BARGAINCOUNTER—Man began his insult to work-ladies in the Garden of Eden.

MR. STEWPID—How so?

MISS BARGAINCOUNTER—Didn't he call Eve a woman?—*Town Topics.*

NOTHING TO BRAG OF.

FIRST LITTLE GIRL (proudly)—We are goin' to Europe this summer.

SECOND LITTLE GIRL (contemptuously)—Pooh! Ve shust game from dere.—*New York Weekly.*

INTERRUPTED.

CALLER—Is Miss Green engaged?

SERVANT—I dunno if she is yet, sir. She was just gettin' engaged when you rung the bell. I was peekin' through the keyhole at her and Mr. Lucky.—*Jester.*

The women of Moore's Hill, Ind., are said to have "knocked out" a saloon by insisting on doing their knitting there; but many persons will take no stockin' such a yarn.—*Norristown Herald.*

WHAT MADE HIM LATE.

SCHOOL TEACHER (severely)—You are half an hour late this morning.

LITTLE BOY—(who was "kept in" the day before)—Yes'm. It was late, yesterday, when I got home.—*New York Weekly.*

ANXIOUS TO SUIT.

FAKIR—Neckties, suspenders—

BABOONY (haughtily)—Do I look like a man who'd wear a twenty-cent necktie?

FAKIR—Vell, I haf some for ten cents, mister.—*Texas Siftings.*

DEKUM BROS.
SUPERIOR STOVES & RANGES
SOLE AGENTS.
45 WASHINGTON ST - 107-109-111-2ND ST.
PORTLAND - OR.

TO EXCHANGE—The "Western Banner," Kansas City, Mo., for July contains 125 offers. By mail ten cents; \$1.00 per year.

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RUPTURE
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FAIRHAVEN'S WONDERFUL GROWTH.

In less than one year an almost impenetrable forest has been turned into a hive of industry. The solid foundation has been laid for a mighty city. Miles of streets have been graded, planked and lined with imposing structures, some of which have cost over \$100,000 each. The best electric light system of the Northwest, both arc and incandescent, is in operation. A \$100,000 water works system, comprising some nine miles of mains, delivers the pure waters of a beautiful mountain lake, capable of supplying a city of 100,000 people. Three banks, one a national, are established. Four saw and two shingle mills in operation fail to supply the demand for lumber. A \$100,000

hotel being constructed of brick and stone is nearing completion. Several brick buildings are already occupied and more are being erected. An Iron & Steel company, with a capital of \$2,000,000, has organized to work the ores of the Skagit mines. Its furnaces, rolling mills, etc., will be located at Fairhaven. The Chuckanut stone quarries are located one mile from Fairhaven. The Portland post office is built of this beautiful stone, and large quantities of it are being shipped to Tacoma, Seattle and elsewhere. Valuable minerals have been discovered in the Cascades on the line of the Fairhaven & Southern and prospecting is now being actively prosecuted.

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

Thirty-five ocean and coastwise steamers already touch regularly at Fairhaven's wharves. Over \$200,000 are being expended in extending these wharves and other shipping and terminal facilities. The three branches of the Fairhaven & Southern R. R. (now the Great Northern) are being pushed to speedy connections north, south and east. The direct outlets, northward via the Canadian Pacific, and southward via the Northern Pacific, Union Pacific and Southern Pacific, will be completed during 1890.

FAIRHAVEN is Actually Developing, on a Mammoth Scale, its Coal, Timber, Iron and Shipping Interests, and offers Unequaled Inducements to the Laborer, Capitalist or Manufacturer.

REAL ESTATE INVESTMENTS!

Are More Nearly Absolutely Safe than Any Other Form of Investment.

Fire and flood, money panics, wars, and even changes in the form of governments can only temporarily affect the value of real estate. Any form of real estate is an almost absolute guarantee of a higher rate of interest on the money invested than can be obtained from any other form of investment. Should the property only double once in ten years, more than eight per cent. net is gained on the investment. On the other hand, real estate investments have possibilities of a greater rate of profit than any other form of investment. One hundred per cent. profit in ninety days is not an uncommon result from judicious investments in real estate, while fifty per cent. in twelve months is so common as not to excite remark.

Value of Suburban Property Depends Upon its Distance from the Business and Employment Centers. The most casual observer can not fail to notice that within a few years a vast change in city building has been inaugurated, dependent upon the introduction of rapid transit lines. Fifty years ago the great desideratum was to live near the business centers. This led to a condition of affairs seen in every old city in the land, namely: Narrow streets, crowded tenement houses and many-storied buildings. The question was just as it is now: "How many minutes will it take to reach business from the residence locality?" When this distance had to be walked, four or five blocks became the limit. But the introduction of cable, electric and steam motor lines and fast-traveling passenger boats places a residence locality five miles from the business center within as easy reach as when formerly located five blocks away. It is not difficult to forecast the future sufficiently to see the inevitable result. Within a radius of ten miles of every important city all of the desirable localities for residence property will be utilized for that purpose, while localities within the same radius, less desirable for residence property, but valuable for other purposes, will be utilized for the purposes for which they are best suited. This can be seen to-day in connection with all large cities. Fine boulevards have been constructed out of the city of Washington, D. C., for a distance of many miles, have been paved and provided with cable and electric lines. Desirable streets of the city of Chicago have been extended in a like manner, made wide and commodious, paved in the best modern manner, provided with cable and electric lines and utilized for residence purposes. Lots on the outer or more distant ends of these streets sell for the same price as lots nearer the city. This is possible because the residents on the outer ends of these streets can reach home as safely, surely, cheaply, and almost as quickly as those who live immediately adjoining the business part of the city. Minthorn Springs is five and one-half miles from the east end of the Morrison street bridge. The highest priced residence property in Chicago is from four to ten miles from the heart of the city, and sells for from \$100 to \$600 a front foot. *Property within two miles of the business and employment centers of any city is undesirable for residence purposes.* There is always a distinct line of demarcation between the business and employment centers and residence localities of cities that has an undetermined character. The business part constantly encroaches upon it. People do not care to build expensive residences upon land that will soon be required for business purposes; consequently, there are found within this limit old and dilapidated buildings, temporary buildings used for shops, stables, etc., and other surroundings unsuited for a first-class residence locality, and withal an unsettled feeling in regard to permanent improvements.

New York City, and Other Cities to a Lesser Extent, Present an Anomalous and Interesting Condition, Caused by the introduction of Rapid Transit Lines. The great middle class of society, comprising one-half of the whole population, which has some means and a settled determination to become possessed of homes of their own, finding it impossible to own property which costs from \$50 to \$500 per front foot, have had suddenly presented to them, through the agency of rapid transportation lines, the possibility of obtaining cheap and desirable building sites in suburban villas, that can be, under the present arrangement, quickly and easily reached from every place of business and employment. The consequence is that this best class of American society has almost in a mass deserted the central portion of our great cities, and built beautiful, healthful and comfortable homes in the suburbs, leaving in the cities the palaces of the extremely wealthy and the tenement apartment houses, where the extremely poor and homeless class of society drags out a miserable existence. The situation is not only unique, but threatening, since the extremely poor and homeless class constitutes the vast majority of the population of the central portions of our great commercial cities. The rich people who can afford to own houses in town find themselves left to their own companionship and under the full control of the tenement house population.

MINTHORN SPRINGS!

Some Facts in Regard to its Location in Reference to the Business and Employment Centers. Portland is the great manufacturing center of the northwest. Portland's source of power for manufacturing purposes is at the falls of the Willamette river, at Oregon City. Already the manufacturing interests of Portland, mostly conducted at Oregon City, produce an income of \$20,000,000 annually. They are constantly growing and increasing. This great manufacturing center is distant on one side 8½ miles from Minthorn Springs, while Portland, the great commercial metropolis and business center of the north Pacific coast, is 5¼ miles distant in the opposite direction. It requires no stretch of imagination to see that the country intervening between Portland and Oregon City (its base of power supply) is the natural residence location of the business men and busy workers and wage earners who keep in motion the various enterprises of the commercial and manufacturing interests of the north Pacific coast. Rapid transportation lines can be built and operated between Oregon City and Portland at an expense of twenty-five per cent. less than in any other suburb of the city.

Some Facts in Regard to its Location in Reference to Rapid Transit Facilities. *First*—The Southern Pacific railroad, whose line runs directly through this beautiful villa, now has three regular trains running each way daily, and is considering a proposition to place a suburban train upon their line to run every hour from Portland, giving a fare of 10 cents for the round trip. *Second*—The Woodstock motor line, already graded to a point within 1½ miles, will eventually be extended to this property. *Third*—A company incorporated in Oregon City to run an electric motor line from that city to Portland, proposes to construct their line through the Minthorn Springs property. *Fourth*—A company now organized and stock subscribed to build a steam motor line between Portland and Oregon City, will run their line within a quarter of a mile of the Minthorn Springs property.

At the Present Time This Property is Reached in Four Ways Very Conveniently. *First*—By Southern Pacific trains running through the property. *Second*—By Willamette river steamers running every hour in the day at five-cent rate. *Third*—By Portland & Willamette Valley trains to the White House and across the ferry to the property. *Fourth*—By carriage on the splendid drive controlled by the Multnomah Driving Association. The most magnificent carriage way in the United States, commanding the most enchanting scenery—wooded hills on one side, Willamette river on the other with snow-capped mountains in the distance. This beautiful drive is kept sprinkled during the entire summer season.

Healthfulness, Water Supply and Scenery. In the selection of a residence location, no element is so important as that of healthfulness, and no single element contributes so much to the healthfulness of a locality as the water supply. As a healthful locality Minthorn Springs is easily superior to any residence locality in the city of Portland. It is high and drainage is complete. The water supply is from a spring capable of abundantly supplying 25,000 people with water. A distance from the river of one-half mile places it out of the reach of malaria. A system of water works will at once be constructed, so that parties building will have an abundant supply of pure, cold water direct from the spring.

SEE MINTHORN Before investing elsewhere (either for speculation or a home) and in common with all visitors you will **BE CHARMED.**

NON-RESIDENTS may depend upon the faithful execution of commissions entrusted to us. For references, full particulars, etc., address

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Portland, Or.

See Scene at Minthorn, on Last Page of Cover.

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