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West Shore

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A FAMILY GROUP OF SPOKANE INDIANS.

West Shore

PUBLISHED EVERY SATURDAY.

WEST SHORE PUBLISHING COMPANY, PUBLISHER,
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SATURDAY, NOVEMBER 8, 1890.

Those were Noble sentiments Governor Hill received.

The deadly parallel between free trade editorials and advertisements in the same papers is getting in its fatal work.

Campaign poetry in Montana did not have as deadly an effect upon the democrats as the spring poem Mark Twain fired at the Indians.

Americans should study the election returns from New York, Chicago, Illinois and Wisconsin, and then put on their thinking caps for a few minutes.

Isn't it about time some other word than "Waterloo" were found to express the event of last Tuesday? How would "petered out" fit the occasion?

The United States now leads the world in the manufacture of Bessemer steel rails, the product for this year approximating 4,000,000 tons. This is better than buying them abroad.

The solicitude of foreign statesmen for the unhappy condition of this country under the new tariff bill is beautiful to witness, and marks the dawning of the era of the great brotherhood of man.

Smokers of the United States annually consume 150,000,000 imported cigars, though but 44,000,000 are actually imported; which shows that the phoenix is not the only bird that rises from its ashes.

Under the heading "Positively Monstrous," an exchange gives a description of an exhibit of vegetables, leaving us in perplexing doubt whether the heading refers to the vegetables or the description.

Those republican papers that prepared for the impending cyclone before election by saying that there was no issue before the people and that the election would signify nothing, are now patting themselves on the spine in self adulation.

Governor Hill and Secretary Noble have exchanged long epistolary compliments, which may be boiled down to "you are a census thief," and "you are a senseless liar." Neither letter is expected to become a text book for the public schools.

Inability to get hold of the appropriation is causing the loss of all the season for work on the Cascades locks. The fellow who wrote that stuff about the mills of the gods evidently never heard of government engineering enterprises.

Members of the English commons are becoming mercenary and demand a salary. Before long they will begin speculating on their legislation, and then there will be little difference between them and our own congressmen, except that they keep their hats on in the house.

It is estimated that \$30,000,000 will be expended in Western Washington during the next two years in railroad construction. A large portion of this represents construction on lines centering in Portland. In addition to this fully half as much more will be spent upon other lines leading east, south and west from Portland.

The country will now wait with some impatience to see how the republicans will conduct themselves towards the new rules in the next congress, and how many doors they will kick down.

Rumors of another great railroad combination point inevitably to the conclusion that in a few years the railroads of the country will be combined in half a dozen huge systems. If this combination enable them to reduce fares and freights, all will be well, but if the power gained be used oppressively, the inevitable result will be a government system of railroads.

The democrats of Wisconsin are to be congratulated upon their success in carrying that state by a combination with a foreign element hostile to the public school, the corner stone of a free government; and in this congratulation is included every man in other states so lost to a sense of patriotism as to boast of a victory for his party under such conditions.

How long will patriotic Americans fight each other in the old political parties, in view of such a condition of affairs in this country as was revealed by the election in New York city. The greatest city in the nation is ruled by an ignorant mass of exotic corruption. The same causes that have brought it about are at work elsewhere, and it is high time a remedy should be sought.

It is generally understood that the salacious "Clara Belle" letters are written by a man with the assistance of a woman—not a lady—and that the man is responsible for their objectionable features. That is not where the responsibility lies. The writer of them is but a tool—a contemptible one, to be sure, but only a tool—and the responsibility lies with those "eminently respectable" papers that publish them.

General Miles again calls attention to the defenceless condition of our sea coast in his annual report. He shows that land batteries are cheaper and more effective than ironclads, and recommends a sufficient appropriation for their erection be made, one-fourth of it to be available yearly for the next four years. He also urges the importance of a gun foundry on the Pacific coast. The merest fraction of the wealth exposed to destruction along the Atlantic and Pacific coasts would be ample to protect it all, and it is reckless folly to leave it exposed to attack.

Kansas courts have been called upon to decide whether a church raffle is a lottery under the recent anti-lottery bill. Papers are daily received by WEST SHORE containing matter that by a plain, common sense interpretation of the law should exclude them from the mails. If the courts hold that a raffle is a lottery, and that they should do so is plain, the question if dealing in futures on margins be not also a lottery is bound to come up. It is to be hoped the courts will construe the term "lottery" most liberally, and make it embrace every form of hazard from the simplest to the greatest.

Those who maintain that the Mormon leaders are not sincere in their official abandonment of polygamy, and claim that they are practicing a deception, forget that, however much of craft and deceit they may charge to the priesthood, the people at large are earnest believers in the faith, and such a course by the church authorities would tend to unsettle their confidence in the infallibility of their spiritual guides and the sacredness of their religion. In either event, then, good must come from President Woodruff's proclamation. It will either end polygamy or sow the seeds of distrust and infidelity in the church.

The Italian societies in New Orleans have all united in one organization. This associating together in societies by various nationalities for the purpose of fostering race sentiment and promoting clannishness, is wrong in principle and harmful in its results. When a man sets his foot upon American soil as an emigrant, he should do so with the intention of becoming an American citizen, of learning our language, adopting our customs and voting as an individual citizen. Race organizations are barriers in his way and are more potent causes than all others of the slowness of amalgamation of the constituent elements of our body politic.

At a bull fight in the City of Mexico the spectators, not satisfied with seeing one man gored, demanded their money back and became more infuriated than the wild animals in the ring. They beat back the police and smashed the ring and building in their rage. Their thirst for blood and their brutishness are the direct result of being educated to such degrading sports. Valiant and blood-thirsty as they showed themselves to be, they would run like jack rabbits before a squad of American police. Such men do not make soldiers and are but a poor bulwark for a nation's defence. We find their counterpart on our side of the line in the prize fighters and their plug-ugly admirers, an element from which the nation has the least to hope in the hour of trial.

The New York *Herald* publishes an exposure of the mismanagement of the funds contributed by a sympathetic and generous people to relieve the necessities of the victims of the Johnstown flood, in which it charges that one-third of the money was squandered or stolen. It is needless to bring up this subject again, for long ago the people became convinced of the criminal mismanagement of their largess. Yet such is the innate generosity and sympathetic nature of our people that the next great calamity that shall occur will find them as ready to pour out their offerings for the relief of suffering and distress as they were when destruction and ruin visited the peaceful valley of the Conemaugh.

A few of the older residents of Spokane Falls are violently opposed to the proposition to drop the word "Falls" from the official title of that city. Whether this be done officially or not, it certainly will be done practically. Even now it is omitted by a majority of people in speaking of that bustling city, and in a few years it will be known everywhere as simply "Spokane." There is no use fighting the inevitable. The American people have no time to waste in speaking useless names. Condensation is the spirit of the age. If those who object to the significance of the Indian word "Spokane," will consider the worse meaning of the word "Chicago," they will find that the aboriginal definition of a word has little to do with the prosperity of a city upon which chance has bestowed it for a name.

The American mind fails to grasp that order of Central and South American patriotism that leads one to purchase arms abroad and invade his native country simply because a rival aspirant for political honors has gained the ascendancy in the government, or which renders the unsuccessful competitor an exile from his country to escape death at the hands of his more fortunate rival. Until their statesmen cease to consider their personal ambition paramount to the good of their native land, and are less eager to shed the blood of their fellow citizens to attain political ends, those countries never can become republics in the sense of that word as we understand it, nor their people possess more than the merest shadow of the true patriotism that warms the breast of him who bows to the stars and stripes as the symbol of liberty.

Roger Ellis handles the question of admitting ignorant foreigners to the full rights of American citizenship in *Forum* in a masterly manner. It would seem that nothing but a crisis threatening eternal extinction of American principles will suffice to arouse the nation to the danger that threatens it from this suicidal policy of making voters out of men having no conception of the value of the franchise bestowed upon them, and utterly ignorant of the theory of our government, the principles of American liberty and the history of the nation. Nothing but disaster can be expected. Gradually the ignorant and corrupt mass becomes greater. Everywhere the purity of American principles is being defiled. Here and there opposition to the public school crops out so strongly as to amaze and startle the thoughtless. Great cities are ruled by the corrupt bosses of a mass of ignorant and venal voters, whose numbers are being constantly swelled through the operation of the naturalization laws, which, lax as they are, the bosses, in their contempt for them and their administration, evade and override. There is a steady letting down of the high principles of our fathers. There is a noticeable failing of respect for the sacredness of the ballot. There is a deplorable indication of the substitution of dollars for arguments in securing votes. All this is the direct result of the reckless admission to American citizenship of foreigners, many of whom are openly hostile to our form of government, and a majority of whom are not in sympathy with some of the principles that lie at the very foundation of true republicanism. It is time this policy of national suicide be discarded. The naturalization doors should be reduced to a needle's eye, through which no man should enter until he could, upon open examination, demonstrate his capability of becoming a genuine American citizen.

The disposition to chase the shadow and ignore the substance is characteristic of a class of reformers who ignore the well-known fact that theory and practice seldom go hand in hand. The theory of the usury law is that it will prevent the money lender from charging the borrower more than a certain amount for the use of money. The practice, in one of its most exasperating features, is plainly pictured in the cartoon on the last page. There can be no possible legislation that can secure for the borrower the use of money for anything less than the rate fixed by the law of supply and demand, while every restriction thrown around its free use, every effort to limit and restrain it, has the inevitable result of increasing its cost to the borrower. The fundamental error of this class of reformers is in treating money as distinct from other forms of property. So long as a man's wealth is represented by lands, cattle, grain, etc., he is free to do with it as he chooses, but when he changes it into another form, one that is by common consent a medium of exchange between all the others, then these theorists pounce upon it and try to limit its use. This effort finds expression in the usury

law and similar legislative attempts to interfere between the borrower and lender. The result is that the direct action of the law is evaded, and as the evasion complicates the transaction, the borrower is compelled to pay more for his money than he otherwise would. This, and other restrictive laws, keep capital from seeking the state for investment, since, while there is an open field for it elsewhere, it will not come here to be compelled to resort to the practices local capital pursues and finds so profitable. With all restrictions removed from the use of money, the flow of outside capital will ere long be so great that the supply will more nearly correspond with the demand, and the universal law of trade will become a practical usury law of itself, that will give borrowers money at lower rates than have ever been known in the history of Oregon.

The disposition to foolishly and uselessly raise the sectional question in Oregon is well illustrated by the following:

Visitors at the Portland exposition declare that Wasco county's fruit exhibit—particularly the Hood River apples—were the best there, and yet we do not see great praises of them in the Portland papers. How is this brethren of the *West Shore* and *Oregonian*, are the Cascade mountains the eastern limits of Oregon in your eyes?—*Wasco County Sun*.

In its review of the fair, which could touch upon each feature but briefly, *WEST SHORE* said: "Wasco county fruit is, on the whole, the most tempting and satisfactory display of all. For grapes, apples, etc., Wasco stands in the front rank of the state, and the fruit industry is becoming most important there." This constant looking for slights where there are none; this eternal knocking of invisible chips from shoulders that never have them on; this ceaseless effort to arraign one section against another, is the greatest stumbling block in Oregon's pathway. Let the people of the state, and especially those who wield the great power of the press, stand together in mutual pride and helpfulness, and Oregon will push to the front at a rapid rate. There is something for us to do besides stirring up strife and jealousies.

Right here is a good place to say a word or two about the ugly "dog in the manger" conduct of a few papers on the world's fair question. Instead of taking hold of the matter and trying to do something, they lie back and oppose the efforts of others, simply because the movement originated in Portland. They are like the Irishman who exclaimed when he first placed his foot on American soil, "Have yez a government? If yez have, I'm ferninst it." They feel bound to oppose everything that comes from Portland without reference to its merits. From the beginning the Portland press, in urging the people of the state to do something, have asserted that it is not a Portland matter, but one that interests the whole state. For this reason they have refrained from doing more than urge the subject upon the attention of the people. For this reason the Portland Chamber of Commerce has declined to take up the matter officially. Had it been simply a matter that interested the city only, it would have been attended to long ago. Finally, the president of the Oregon Board of Commerce appointed a committee representing the entire state, and the president of the Oregon Press Association did the same. Upon these committees Portland has but a small representation, and yet these professional malcontents raise their voices in objection. For years the press of Portland has endeavored to allay this spirit of sectionalism. Not a word can be found in the files of the metropolitan press calculated to stir up strife between the city and country, and the continued existence of estrangement, with all the evils to both that follow in its train, is directly chargeable to the thoughtless and even reprehensible utterances of certain of the outside press. Happily, the papers pursuing this foolish policy are decreasing in numbers, and the time is not far distant when, with united hands and patriotic hearts, the entire press of the state will work together for the good of all.

SONNET.

To love—to madly love, and then to know
That she—she whom you have oft times held fast
Against your beating breast, that she at last
Has struck you to the heart with one quick blow—
Alas! why are we forced to suffer so?
Can it be true that there is not a way
In all the restless world by which we may
Love on and fail to feel this weight of woe?

I muse alone; upon the dewy ground
Beneath these spreading oaks the wheeling moon
Lays pale, cold hands, and hark! I hear a tune—
A song—and now a burst of silver sound—
Ah, yes, increase my pain with your delight,
Once more let laughter ripple through the night!

HERBERT BASHFORD.

A GROUP OF SPOKANE INDIANS.

Spokane Falls has sprung up so recently that some of the evidences of aboriginal glory still linger in its vicinity. The canyon of the Spokane river below the city is a favorite haunt of the wandering red skins who are stragglers from some of the reservations, and during the salmon season, which lasts nearly all summer there, the clusters of tepees are a familiar sight along the banks of the stream. The Couer d'Alene reservation is only twenty miles up the river from Spokane. The Colville and Moses reserves are a considerable greater distance to the northwest. These Indians, of course, are entirely subdued and are as harmless as cattle, as they move quietly about from place to place and pursue their fishing and hunting in a modest way between the dates of receiving their supplies from the kind hearted government.

The Indians that frequent the Spokane river may belong to any of the tribes of Eastern Washington or Northern Idaho. The photograph from which the illustration on the front page of this paper was made was taken a few miles west of Spokane Falls, near Medical Lake. It is a fair picture of the average Indian family in the upper country. The grouping of this family as seen in the picture is not familiar. Photographs of Indians can only be obtained by disbursing to each member of the group more or less filthy lucre—the amount depending on the ability of the photographer to drive a sharp bargain. The group in this picture evidently was newly clothed shortly before the photograph was taken. They are often more picturesquely clad.

Harmless as these straggling Indians are, they often indulge in the luxury of painting and decorating their persons in true savage style. Gaily decked young bucks often ride through the streets of Spokane Falls on their cayuses, two or three together, and are objects of much curiosity on the part of new comers, but are not noticed by residents of the city. The old sachems strutting through the streets arrayed in holiday attire are objects of no less interest and are a great deal more ridiculous.

Among the most noted Indians of the country are Chief Seltise of the Cœur d'Alenes and Chief Joseph of the Nez Percés. The former is a wealthy old redskin, devoted to prosecuting agricultural operations on the reservation and bringing his people to a knowledge of the arts of peace. He is a genial and popular old fellow and a shrewd business man. Joseph came to fame through his leadership of the Nez Percés in the war of 1877. He is now sojourning on the Moses reservation in Northern Washington. He is in many ways one of the most remarkable Indians that have come in contact with the whites. He is now a peaceable and comparatively intelligent old man.

FIRST CONGREGATIONAL CHURCH.

On the center pages appears an engraving of the edifice now under construction for the First Congregational church of Portland. Though not the oldest, it is the strongest church of that denomination in the state, and had its beginning in 1848. Congregationalism was planted in Oregon by Dr. Whitman and his associates, in 1836, as missionaries sent out by the American Board. The missionaries increased in number, and gradually their attention was turned from the natives to the increasing white settlers, among whom church organizations were formed at the various centers of population, the first at Forest Grove, in 1842, the second at Oregon City in 1844, and the third in Portland in 1848. Two lots were deeded to the church by D. H. Lownsdale, on the corner of Second and Jefferson streets, covered at that time with a growth of huge fir trees. In 1850 a subscription of \$5,000 was raised, the lots cleared, a pastor's residence built, and on June 15, 1851, the church edifice was dedicated. This was largely the result of the vigorous effort and active physical labor of Rev. Horace Lyman. The building then erected was used for twenty years, the edifice now used being erected at a cost of \$20,000, and dedicated August 6, 1871. Now, after twenty years of service, this structure has become too small for the needs of the society, hence the construction of the new building shown in the engraving.

The new church is being erected on the corner of East Park and Madison streets, in one of the most beautiful and accessible portions of the city, and its erection is largely due to the indefatigable efforts of Rev. T. E. Clapp, who has been pastor of the church for the past five years, and under whose able administration it has grown wonderfully in influence and membership.

The edifice is being erected upon plans drawn by H. J. Hefty, the architect of the Portland city hall, St. Helen's hall and other large structures in this city, and is both beautiful in design and substantial in its constituent parts.

The structure will be 94x98 feet in size, built of stone with sandstone trimmings, and will cost \$80,000. It is of the Italian cathedral style of architecture, with a high tower rising 185 feet from the ground. The ground plan is cruciform, the main portion rising to a height sufficient to render the entire structure imposing in appearance. The main auditorium will have a seating capacity of 700, and the galleries 400. The auditorium will be finished with wainscoting of hardwood and in stucco work, the fin-

ish of the ceiling, which will be thirty-five feet from the floor, not having yet been decided upon. The chief entrance will be on East Park street, consisting of four arcades, supported by granite pillars, opening into a vestibule 14x38 feet, with granite ceiling and tile floor. Two stairways lead to the main auditorium from the vestibule, one through each of the corner towers. Lecture room, Sunday school room and other necessary rooms will be on the ground floor. Stained glass windows, with the stone architecture will heighten the cathedral effect. This structure has not a superior in beauty or completeness of detail on the Pacific coast, and will be a lasting ornament to our beautiful city.

THE PROFESSIONAL REFORM DEMAGOGUE.

About the most transparent piece of demagogy is that of a few professional reformers, who, forgetting that reform begins at home more surely than charity, have constituted themselves the unsolicited and undesired champions of the farmers of Oregon, and in this self-ordained capacity declare that the farmers are not interested in advertising the state's resources for the purpose of attracting population and capital, since the farmers have no land to sell and would not be benefited by an increase of the population. Both of these propositions are absurdly untrue. Whoever thinks the farmers of Oregon have no land to sell will be cured of that erroneous idea if he will visit the rooms of the immigration board and the various real estate offices in this city and all the towns of the state. He will find that there are now more farms and parts of farms listed for sale than there is the least probability of finding purchasers for during the next two years. It is not only important to the farmers themselves, but to every person in the state, that these lands be sold, as well as the thousands of acres of other agricultural land that will be placed upon the market under the new conditions of farming rapidly developing here. Farmers are going to raise more valuable crops on a less quantity of land than heretofore, and will have land to sell to new comers. The greater the immigration the better will be the price they will receive for their spare acres. But the greatest benefit the farmers will receive will not be the opportunity to sell such land as they may want to dispose of. There are many who do not want to sell any portion of their property. They do, however, want a market for what their land will produce. The great drawback to the agricultural interests of the state in the past has been the lack of a market for all products save the great staples, such as wheat, wool and stock. Even potatoes have often been unsalable. All this was the direct result of insufficient population in the state to consume a tithe of the products of the soil, and of an utter absence of manufacturing industries that could utilize the raw materials that might be supplied in great abundance. Gradually this condition of affairs is passing away. Population is coming in, factories are being built, new demands for agricultural products are being created, a name is being made abroad for Oregon fruit, fish, lumber, etc., and new industrial conditions are springing up.

It is to help this change along, to bring it about more speedily, to draw hither a greater population and a larger number of manufacturing industries, that enterprising men of forethought and wisdom are doing all in their power to make the advantages of the state known abroad. To say that this is being done solely in the interest of speculators and real estate agents and that it is of no benefit to the farmers, is the rankest demagogy. The permanent prosperity of the agriculturists, as well as the men who are engaged in legitimate business pursuits, depends upon the creation of a home market for a great variety of the products of our soil as well as an increased trade. The welfare of the whole state is involved in this matter, and it personally interests every man or woman who has a dollar's worth of anything to sell, or who could produce a dollar's worth provided there were a market for it. Intelligent farmers who do their own thinking can not be deceived by the clap trap of professional reformers, who presume too much upon the ignorance of those whom they would mislead. They have learned to sprinkle liberally with salt the assertions of those papers that pose as their special champions, and seek to ingratiate themselves into their favor by trying to create antagonism between them and other classes. WEST SHORE does not strike an Ajax attitude, with a flare of red fire upon it, in the professed championship of any class. It represents the entire state and all classes. Its purpose and endeavor are to promote the welfare of all, to build up every industry, to develop every section and to benefit every honest and industrious citizen. It does not rely upon demagogic appeals to class or sectional prejudice for popularity, and during its career of sixteen years, it has witnessed the failure and death of every newspaper that has pursued that reprehensible and suicidal course. New venturers of that class on the uncertain sea of journalism would do well to consider the fate of their predecessors.

A farmer in Polk county has harvested a crop of 8,000 bushels of potatoes which at the correct market price are worth \$4,800. He also has a godly quantity of grain and hay, and has not neglected his orchards. That this plan of farming is a success is obvious.

A DISAPPOINTMENT.

Within the concert hall that night
I whiled an evening hour away;
The musicale had just begun
And I was trying to be gay;
A sad attempt, for she whom I
Once called "My darling and my own,"
Had hinted that I was a fool
And turned my throbbing heart to stone.

Although I had been jilted twice,
I ne'er before felt half so mean
As when I sat and mused upon
The perfidy of "sweet sixteen."
Despite the protests of her "ma,"
We two had strolled beneath the stars,
And sometimes at the hour of twelve
We studied Jupiter and Mars.



Why, I had written songs to her,
Kept her supplied with chewing gum,
And after this to hear her say
She was engaged to my old chum
Completely dashed my fondest hopes
And made me feel extremely blue;
It was no wonder I then thought
Not one girl yet was ever true.

But lo! as thus I mused, my gaze
Fell on a maiden sitting near.
I was thrilled through at sight of her.
I started as from sudden fear;
For never had I seen a girl
That with this angel could compare.
Ah, me! how red her luscious lips,
And what a golden flood of hair!

I fairly swooned from sheer delight,
I counted o'er her many charms;
Her cheeks burned like the face of dawn
Before the sun's extended arms;
And as a wave will rise and fall,
So did her breast, so soft and white,
And oh! her laughing eyes outshone
A streamlet in the noonday light.

No strain of music reached my ear;
I looked on her and her alone;
In perfect rapture there I sat
As silent as a column stone.

Her beauty touched my very soul;
She seemed less human than divine;
Ah! what ecstatic joy 'twould be
If I could only call her mine.

Enchanting sight! She left her seat,
And with a captivating smile
Walked out upon the brilliant stage
And made a graceful bow, the while
A portly gentleman arose,
And in declamatory tones
Said, "Next thing on the programme is
A song by Mrs. Peter Jones."

HERBERT BASHFORD.

ar did not have a desk, as he does now-a-days. We sat on benches holding five scholars each."

"Oh, I see; in block-heads of five," replied Maddox.

LIKE CURES LIKE.

Mrs. STAGGERS—George, Mrs. Jaysmith says her husband says that you use a good deal of corn juice. What do you do that for?
STAGGERS—O—er—for my corns, of course. You know how they trouble me.

DISOBLIGING.

VANBRUSH—Your picture has been rejected at the exhibition, Daubley.
DAUBLEY—Oh, hang it!
VAN BRUSH—But that's just what they wouldn't do.

DRY GOODS PRINCE—Jones won't give us any more orders, eh?
DRUMMER—Well, he didn't say it in so many words, but that's what he gave me to understand.
DRY GOODS PRINCE—How so?
DRUMMER—He had me bounced.

A STAYER.

MOTHER—I hope you liked Mr. Wearisome, who called last night; he is such a staid young man.
ETHEL—Stayed! I should say he did. I never was so tired in my life.

PORTLAND POLICE JUDGE—Come, you'd better plead guilty. You'll get off easier.

PATSY THE TRAMP—Aw, I'm dead onto yer. Yer wants to go to dinner, don't yer?

A FREQUENT OCCURRENCE.

SNAGLEY—I used to think that Sue was sweet enough to eat, when I went to see her.
CHUMLEY—Why didn't you eat her, then?
SNAGLEY—Because she soured on me.

POPPING MADE EASY.

TIMIDUS—Did you ever hear of any one popping by proxy?
JOLLYBOY—Certainly; have done it myself.
TIMIDUS—Have you, indeed? How did you manage?
JOLLYBOY—Oh, I simply paid a dollar a bottle corkage.

ALL MODERN IMPROVEMENTS.

VISITOR (in Arizona)—You never have any strikes or tie-ups out here, I suppose?
SORE-EYED PETE—Don't hey? Well, we tied up two hoss thieves last week.

AGRICULTURAL REPORTS.

FIRST FARMER—I raised a fine crop of wheat this year, and lots of potatoes and cabbage.
SECOND FARMER—Well, I did better than that. I raised a \$4,000 mortgage.

OUT WEST.

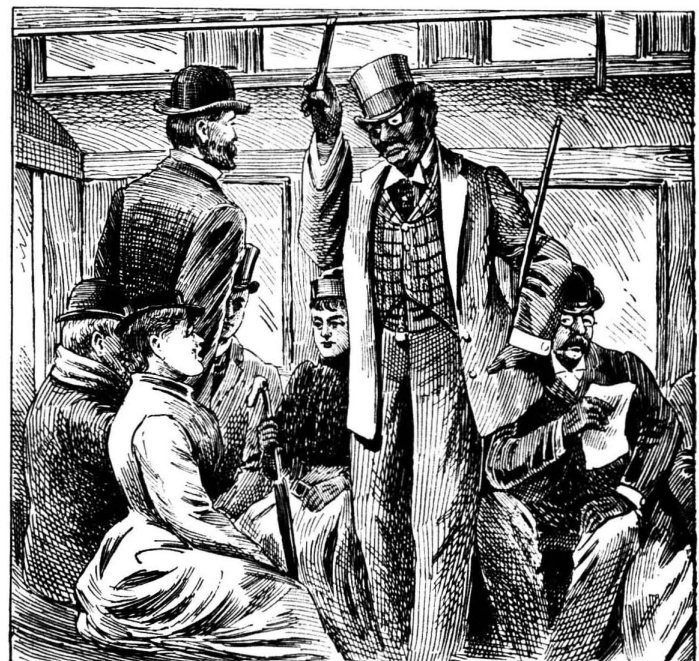
HOBSON (from the east)—Great Scott! man, see that monster green snake. Guess I'll

not buy any land here, for I'm afraid of snakes.

LAND AGENT (with true western grit)—Pshaw! man, that's no snake. It's a squash vine. I only planted the seed yesterday, and you see it has grown ten feet already.

A DUDLEY ARRANGEMENT.

"When I went to school," remarked Gazzam, "every scholar



NOT SO SURE.

SHE (to colored gentleman who has surrendered his seat)—It is too bad to deprive you of your seat.
HE (gallantly)—No depravity, miss.



CHRYSANTHEMUMS.

At morning, when I fling my windows small
Wide open to the sunlight's yellow sheen,
Chrysanthemums—God's royal flowers—lean
Sweet, glowing faces o'er my neighbor's wall.

There, wet and fresh with last night's happy rain,
The claret and the white, the rose, the gold,
Their lips unfold to me—nor shy, nor bold,
They tremble on the wall, one jeweled chain.

Such tender messages they send to me—
Such secrets of the soft hours of the night,
While they leaned heart on heart in pure delight,
Or thrilled with flower-kisses, innocently.

I love carnations, roses, poppies—all
The burning gems on summer's breast that glow;
But sweeter far that eloquent, restless row
Of late chrysanthemums along the wall.

There, one three fair days old; and yesternight
I find a crimson and a gold were wed;
Here, one whose heart pure passion has kissed red—
And still another like a child's soul, white.

I have no garden-spot where wild birds call,
Or sunlight slants—but strong, and full, and sweet,
The hearts of those chrysanthemums beat, beat,
With my glad heart—across my neighbor's wall.

The woman who sweetly tells old bachelors that they ought to get married, that they may have some one to keep their clothes in order and look after their comfort generally, is the same woman who lies in a hammock, wrapped in a lace shawl and a novel while her husband struggles with a button, a needle and a desire for profanity up in the bath room.

Across each man's pathway passes one woman whom, come good or evil, sorrow or joy, he never forgets to the last day of his life. So, well indeed, is it for him if that woman holds a good influence over him; for though their ways may lie far apart, he will feel her hand reach out to him in every care and burden; and clear as stars her remembered eyes will light him through every temptation.

It is night, late night; and from far away come the sounds—scarcely louder now than one continuous, swelling murmur—from the lips of the city, the city whose hoarse voice is never silent, and whose footsteps are never still, and whose great heart goes on forever. The white fog has stooped downward, lower even than the night, and the earth lies passionless in her soft arms—soft and cold like the arms of the sea or of a woman who loves not. On the bridge that hangs over the river wherein many a light trembles and in whose restless bosom many a white star is lost, I hear human beings hurrying to and fro—and I think of the burdens and sorrows that they carry with them, so heavy that they stoop in utter heart-sickness, yet so hidden that the world never knows. Ah, me! the city that lives by night is the saddest city of all—sadder, even, than that lone city of the dead wherein we must all, one day, dwell. The night was never meant for passion or for pleasure, but for peace, sweet peace. My blinds are flung wide open, and the moonlight lies white and still upon my couch, as it used to lie when I was a little child, but to-night it finds sleepless eyes and a restless heart. How heavily life itself lies on one's breast at times and crushes one down! What disappointments and failures and sins—yes, and awakenings—lay their dull weights there to stifle hope! When I turn to the city, my heart aches with the burden of life; but here—here—alone, save for the soft, midnight strokes of the clock on the stair and the moonlight that comes slipping, slipping about me, I feel care stealing from me and a calm peace taking its place. Come, sleep! Come, gentle, tender sleep! Lean downward from kind heaven and lay thy cool lips—innocent as the lips of a babe—upon mine; and put thy arms—gentler than were ever arms of lover—about me, sleep; and let thy breath—fragrant and pure as the first breath of morning violets when the sun kisses them—sink through my senses and drown them to all save a passionate desire for thee, thou kindest, truest friend! Thou, who coolest tear-burned eyes and moistenest fever-parched lips; who lendest ease from care and surcease from crushing sorrow; who comest alike to the rich and the poor, the good and the evil, the king and the prisoner within dungeon walls—alike? Nay; for thou comest with a

more tender touch to the old, and the sad, and the sick, and the sinful, because they know thee not so often as do the lighthearted and the glad! And thou askest nothing—no after faith; only that we take thee to our arms and pillow thee upon our bosoms—no more. O, sleep! I see thee leaning downwards—come closer. Dost thou not see my desire for thee in my half closing eyes and in my happy breast—why, sleep, thou art the only one that can bring happiness to me. I feel thy arms about me—and I feel thy lips—and thy breath like the morning violets; my senses thrill dreamily with pleasure in thee. Where is the burden that a while ago bowed me down, the care that would not let my sad mind rest, the secret sorrow that was eating my heart away? Where is that soul-sick shrinking from life and the sins of life? Why, thou hast brought me peace. O, sleep—thou sweet twin-sister of that last and awful peace-giver, death—I love thee, sleep!

I am always glad to see one who has been poor and unfortunate become rich and prosperous, but I do not like to see him forget that poverty and the friends who were kind to him in his dark hours. The "beggar on horseback" may be seen often in these days, and myself, I am always glad and proud to see him there, if only he does not ride too fast or too showily—for surely as he puts on too many airs and makes his poor horse rear and prance about, just so surely will that poor small-brained beggar excite ridicule and contempt, and by and by even get a fall. To learn to bear riches wisely and gracefully is a more difficult lesson than suffering adversity with cheerfulness. Once I knew a young girl in a small country village whose parents were poor, honest, hard-working people, and she was compelled to do something for her support. She was not competent as a teacher, and as there were not then so many avenues of work open to young women, she boldly went out as a servant, living in different families; and when out of employment, she would go and do laundry work—common, hard washing and ironing—by the day. I honored her for doing this, as all sensible people must do, since she could make a living in no other way. I do not believe in any one being dependent or a burden upon another; I honor a servant far more than I do the refined young lady who plays a little, paints a little, embroiders a little, but "doesn't know how to do anything" with sufficient intelligence and force to make money in a pleasant occupation, and who therefore considers it more degrading to work than to depend upon some over-burdened brother or sister, or other relative. Therefore I honored this young woman. But alas! one day she got married. In the years that have gone by prosperity has smiled upon them, yet they live far beyond their income. If ever there were two arrogant beggars on horseback, they are those two people; their good fortune has even affected them physically, and they have become so "near-sighted"—good, old word that it is—that they do not recognize those who were friends in their time of need. There is an old lady who once walked miles through snow and wind to be with them in an hour of bitter grief—the grief of death that comes to every one of us. Well, the other evening they gave a very "swell"—pardon the word; it is not mine, but it fitly describes the occasion—reception, and this simple old lady, being in town, thought what a pleasant surprise it would be to them to walk into their drawing-rooms, unexpected. As if she needed an invitation, when she had done so much for them, she thought. So she put on her best and starchiest gingham dress, her old fingers trembling with pleasurable excitement, and she twisted her hair into a queer, little bob, that was no relation to a psyche knot, at the back of her head, drew on her black lace mitts, tied her snowiest apron, flounced round with pillow-case lace, about her ample, old waist, and taking in hand her eternal basket of knitting, trudged off to the reception. Of course she was early, but already some elaborately gowned guests had arrived, and their marvelous toilettes, the subdued strains of music, the crush and perfume of flowers, and the brilliant lights frightened and awed the gentle, old creature as she advanced timidly into the room. The hostess saw her, recognized her, and turned deathly pale. There was an amazed silence, and then a titter or two among those well-bred guests. For one second the "beggar on horseback" hesitated—perhaps she remembered a wind-swept night in a lonely country with a dead babe at her breast—perhaps she did not. Then, she went calmly forward. "It is a mistake," she said, icily, cruelly. "I do not even know the poor thing," and laying her gloved hand on the old shoulder, she guided her feet—faltering feet they were now—into the hall. Here she looked evilly into those mild, timid eyes. "I am amazed," said she; "that you would come here, dressed in that way, when I have a reception! You have disgraced me!" and she swept back into her drawing-room, while the poor, old woman who had come with all the pleasant anticipations of a child, went stumbling home in the dark.

"I was never so hurt 'n my life," she said to a friend; "To think that my best ging'm dress, 'n' my best aporn, 'n' my black lace mitts wasn't good enough for her comp'ny! W'y, that night I laid her baby out, 'n' her jest broken-hearted, she never looked what I hed on; but I s'pose she's fer-got."

Poor, old woman! What matters it that a gentle heart was hurt to a "beggar on horseback?"

THE FAR WEST

NEW RAILROAD IN IDAHO.

The Salt Lake & Northwestern is the name of a new line of road which is soon to be a prominent feature in the railway situation in Idaho. The proposed line starts from a point on the Salt Lake & Deep Creek railway near the town of Grantsville, south of the Great Salt lake, Utah, and runs to the west of the lake in a northwesterly direction, crossing the Central Pacific at the town of Lucene. From Lucene it will run northward, entering Idaho by way of Grouse creek and through the Goose creek range, passing down Goose creek valley to the Snake river, which it will cross at a point a few miles above the great Shoshone falls. From there the road will pass through Shoshone valley, crossing the Oregon Short Line, thence up the left bank of the Big Wood river to the great Wood river mining country. It will tap Bellevue and Hailey, pass through the great Gold belt and into the lumber regions of the South Boise river, extending through Camas prairie nearly due west, following the South Boise river to Boise City, the capital of Idaho, and tapping Snake creek, Rocky Bar, Pine Grove and other extensive mining districts. Direct connection from Salt Lake City is made by way of the Salt Lake & Deep Creek road, and by running around the western side of the lake the distance to Hailey, Idaho, will be about two hundred and forty-eight miles, a saving of eighty miles over the present Union Pacific route, to say nothing of the lighter grades. This brings the great Shoshone falls—one of the greatest attractions of the northwest—within five hours ride of Salt Lake, making a new tourist route. The line will cross the Oregon Short Line at or near the town of Shoshone, a distance from Salt Lake of 220 miles as against 298 via the Utah & Northern, a saving of seventy-eight miles. From Hailey, the line will take the route being surveyed by the Gold Belt & Western railroad, going up with an easy ascending grade to Croy creek, passing the Hailey hot springs, where a company has erected buildings and a hotel at a cost of over \$100,000. From Croy creek it will pass through the famous gold belt of Wood river, where there are at present a number of mines, all producing well. It then proceeds by way of Camas prairie, Big and Little Smoky and South Boise rivers to Boise City. This line will open to settlement an immense area of good farming and fruit land, and in addition to supplying transportation for a number of the state's richest mining camps will open large tracts of the finest kinds of merchantable timber. The means for the construction of this line have been secured, and work will begin on the line as soon as surveys are completed.



The Temple Court is one of the fine structures of Spokane Falls erected since the fire last year. It is owned by Boyd Bros. The building stands at the northwest corner of Riverside and Washington streets and its neighbors on all sides are equally imposing edifices. The cost of the Temple Court was about \$70,000. Pressed brick, iron and granite enter into its construction. The ground floor is used for stores and the upper stories for offices.

A very good example of the incidents in quartz mining that make people unacquainted with the business think that mining is a lottery, when, in reality failures are generally chargeable to ignorance and mismanagement, is the following related by the *Helena Independent*: A bar of gold, 126 pounds weight, estimated value \$30,000, adorned the registry counter of The Helena yesterday afternoon and evening. It is needless to add that it attracted considerable attention. It astonished the "tenderfeet" and brought out a string of reminiscences from old-timers about the great Penobscot bar, big nuggets and Col. Broadwater's \$50,000 gold brick cast last year in Helena. The gold brick is the result of a thirty days' run from the Spotted Horse mine at Maiden, and was cast yesterday at the United States assay office. The gold in the brick is 750 fine and its proportions and value is the best evidence of the worth of the property, which a Helena syndicate abandoned a few months ago after having expended for its purchase, improvement and development the sum of \$300,000. Half a million dollars was the price asked for it, and when it came to making the final payment of \$200,000 the purchasers were not there and forfeited everything. During their management the Helena men put up a new twenty-stamp mill and went 100 feet deeper in the mine. Mr. McAdow says it was mismanaged and gophered out and left in pretty bad shape. But he rapidly put it in good working condition again, and without any difficulty located the lead which carries the yellow metal, and says he has as big a bonanza as he ever had. Between sixty and seventy-five men are employed around the mine and mill, and Mr. McAdow says it will be constantly operated. The Spotted Horse carries a contact vein of lime, porphyry and slate. Mr. McAdow says he is well pleased to again be in possession of the mine, as it is a good enough thing for him as long as it will produce from \$1,000 to \$1,500 every day.

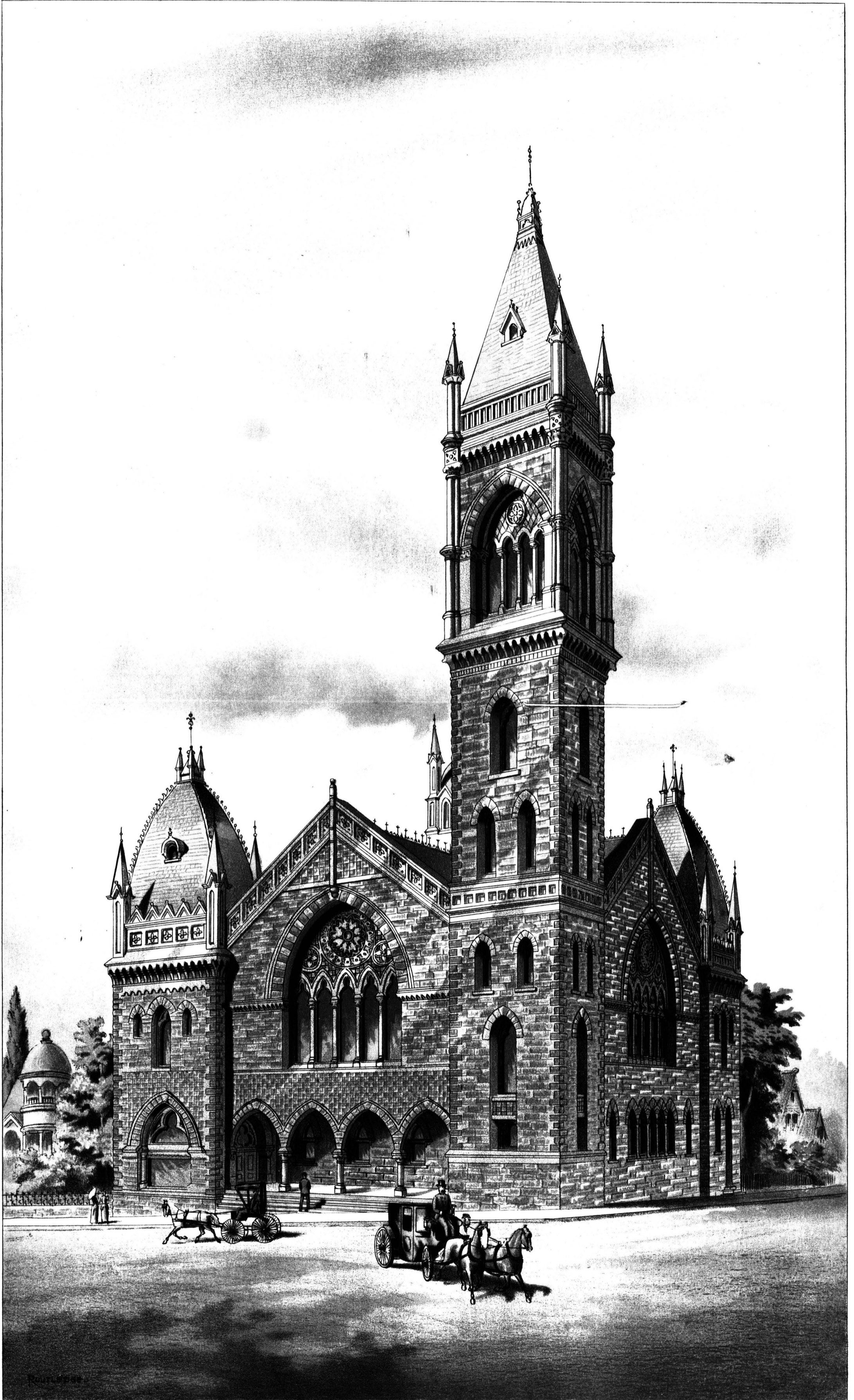
The great Lethbridge coal fields lie just across the Canadian border from Montana, and are tapped by a branch of the Canadian Pacific and the new Galt railway from the Great Northern, in Montana. The coal company owns 65,000 acres of coal lands in and around Lethbridge, for which they paid the dominion government \$10 an acre. Coal is now being mined from one main shaft and from several side tunnels. The veins run from three and one-half to four and one-half feet thick and ramify the country for miles about. Seven hundred tons are mined daily, the men working only on a day shift. The company is short of help, but when supplied and their road is in running order, they will mine from 3,000 to 5,000 tons a day. Two other shafts are now being sunk and will shortly be in working condition. Mines will eventually be opened on every half mile of the company's possessions. The miners are paid ninety cents a ton, and working steadily for ten hours, a man can make clear of the expense of his powder, about \$2.50 a day. Large barracks of the company give good and wholesome food to the men, with clean and comfortable bed and rooms, for \$4.50 a week. Acre lots in central locations are sold to men for \$125. Buildings are then erected according to the individual taste, and the entire property is paid for in monthly installments at six per cent. annual interest. By this plan many of the men have accumulated handsome estates with the result of increased loyalty to the company. The comforts of the men will soon be further enhanced by the erection of a hospital, which has been endowed with \$10,000 by Sir Alexander Galt, the leading spirit of the company.

Portland parties have made a proposition to the citizens of Montesano, Washington, that if the latter would donate a suitable site, they would establish and operate a shingle mill with a cutting capacity of 60,000 shingles per day, with sufficient power to manufacture buckets, tubs and other articles of wooden ware. They will bind themselves to have the mill in operation by April 1, 1891, the deeds to lands donated to be delivered when they have fulfilled their agreement. They will also furnish bonds to operate the mill five years. It was also stated that another company would be organized for the purpose of operating a foundry and machine shop at the same place where the shingle mill is located. This is an opportunity Montesano should not allow to pass.

One of the finest peach nurseries in the west is located at Lewiston, Idaho. It is just above the town on the south bank of the Clearwater river. From this nursery came the stocks of nearly the whole of the Clearwater and Snake river valleys and it contributes materially to the great success of peach raising in that country by originating and propagating varieties specially adapted to the climate and soil of those valleys. Indeed, Idaho is sending fruit trees a considerable distance east and is working up quite a reputation in that line in spite of its mountains and timber and dry lands.

From reliable data the Oregon weather bureau estimates the following average yield for the state: Wheat, twenty-six bushels per acre; oats, forty-two bushels; barley, thirty-eight bushels; rye, twenty-eight bushels, and hay, two tons per acre, except alfalfa, which averages four tons.

West Shore



NEW EDIFICE OF THE FIRST CONGREGATIONAL CHURCH, PORTLAND, OREGON.

H. J. HEPTV, ARCHITECT.

It is reported that over 40,000,000 feet of timber is in the boom at the mouth of the Stillaguamish river, on the east side of Puget sound, and the channel is entirely blockaded with logs. The timber is destined for the various saw mills along the shore from Tacoma north.

A company of Port Townsend, Washington, capitalists are putting up \$100,000 to prospect, locate and develop coal and other minerals. They will operate near the head of Port Discovery bay. Specimens of coal found there induced the organization of the company to prosecute the work of development.

Payette is a live town of 700 inhabitants on the Union Pacific railway in Southern Idaho. Among its business enterprises is a nursery from which half a dozen carloads of young fruit trees have been shipped this fall to various points in Oregon, Washington and Idaho. One of the pressing needs of the town is a flour mill, for which the citizens offer liberal inducements.

The mineral fields of Idaho are among the largest in the world, and have produced, and are now producing, the richest ores known in the history of mining. Since their first discovery the mines of Idaho have produced the princely sum of \$157,830,962.84. The production of last year amounted to \$17,344,600. Of this there was of gold, \$2,204,500; silver, \$7,567,500; lead, \$6,490,000; copper, \$85,000.

It is reported that Portland capitalists have secured control of the Drayton Harbor, Lynden & Spokane Falls railroad, which is to run from Blaine, Washington, to Spokane Falls. The company is to be reorganized under a new name and will be placed under the management of the Union Pacific. The road is to be pushed up the Nooksack valley as fast as men and means can do it, and in the spring will be completed to Spokane Falls.

The returns from the trial shipment of ore from the copper mines near Waldo, in Southern Oregon, have been so satisfactory that a tunnel 400 feet long will be run immediately to tap the ledge at a great depth. This tunnel and the various cross cuts will thoroughly prospect the five claims owned by the Oregon & California company, and the five claims owned by the Boston & Montana company. The Anaconda copper company also has five claims which it intends to prospect.

Some Portland capitalists have made a proposition to the Chamber of Commerce of Port Townsend, Washington, contemplating the erection of a large flour mill in the Puget sound city. The mill will have a capacity for manufacturing 500 barrels of flour daily, and operated in connection with it will be an elevator capable of storing half a million bushels of grain. The agricultural resources of the country west of the sound are fast developing and the facilities for hauling and marketing the products advantageously must soon follow. The plant proposed for Port Townsend will include the largest flour mill in the state.

At the headquarters of the Fairhaven Land company is a display of vegetables from along the line of the Fairhaven & Southern railroad, in the Skagit valley, which is positively wonderful. There are solid heads of excellent cabbage, white and fresh, weighing from twenty-five to thirty pounds, which looked as if one of them would not go in a half-bushel measure; turnips nearly as large in proportion and weighing as much; huge potatoes, many of which would weigh from two to five pounds; carrots twelve and fourteen inches in diameter; sugar corn of the largest and most luxuriant variety; several different variety of apples, any of which are as large as the biggest pippins grown in the greatest fruit-growing regions of the east. Everyone who saw this splendid display, which is representative and not picked as the largest, was astonished at it. And no one who sees it can any longer doubt the wondrous adaptability of this region to the raising of fruits and vegetables. Not alone in the Skagit valley, but for miles in all directions in the region tributary to this city, do the conditions exist for raising this huge fruit and vegetables.—*Fairhaven Herald*.

Mr. Thomas Daley, of San Diego, has perfected plans for the establishment of a permanent coastwise line of sail and steam craft. The steamships will probably take in Victoria, and will be an active opposition to the vessels now regularly employed in the Puget sound-San Francisco freight and passenger trade. His sailing vessels will run from San Diego to the sound, carrying the products of Southern California, and will return with coal and lumber. The establishment of this new sail and steam line is quite important. The products of the two sections are entirely dissimilar, and this line will stimulate exchange of commodities, and will create new and more

direct markets. It will also have a tendency to keep freights to more reasonable figures. Especially will the line of sailing vessels be found advantageous in this respect. Mr. Daley's arrangements extend south to points in Mexico and Guatemala. He secured the co-operation of Mexican officials, and will, through their assistance, be able to establish his business on a permanent basis.—*Seattle Press*.

Some time ago Judge F. A. Bettis went to the mouth of the Little Spokane river, nine miles northwest of this city, to see what was left of the first white settlement in this region. He found the remains of the huts erected by the Astor trappers in 1812 still well preserved. In July of that year expeditions were sent up the Columbia from Astoria for trapping. One party was dropped off at the mouth of the Okanogan river, and the rest of the expedition came up the river until they reached the mouth of the Little Spokane. They remained there until the news of war with Great Britain had reached the west, when the Hudson's Bay company sent a force against the new settlement. The man in charge sold out to the Hudson's Bay company, and returned to Astoria. This is a brief history of the first white settlement in Eastern Washington. A statue of John Jacob Astor would be most appropriate in the metropolis of the region which his men first discovered and first settled.—*Spokane Spokesman*. [It was not the Hudson's Bay company, but the Northwest company, that interfered with Astor's enterprise. The first post was established at the mouth of the Okanogan in 1811.—Ed.]

When the statistics of farm productions in the northwest for 1890 are made up they will show unprecedented yields of grain and no failure in any line. Throughout the inland empire the grain crop this year is phenomenal. The snows of last winter lingered in the hills and tempered the breezes that circulated over the country. The wet season continued rather late and left the crops in prime growing condition with the soil stored with moisture to last through the dry season which followed and was in every respect favorable to the crops. The harvest time brought heavy work for the farmers and the transportation companies. The latter were swamped by the extraordinary volume of business offered from the small towns in the agricultural region and are but slowly clearing their lines. Without doubt the systems of elevators built last season along the lines and connections of both the Union Pacific and the Northern Pacific railways have contributed to the facilities for handling grain in quantities and in an ordinary season might have relieved in great measure the strain immediately following harvest; but this year the utmost capacity of line and terminal elevators has hardly made perceptible diminution of the vast quantities awaiting shipment to seaboard. Some grain has been shipped to eastern markets this year in order to balance the shortage of yield east of the Rockies. At almost every station in the Columbia basin, thousands of sacks, the overflow from warehouses and elevators, lie piled on the depot platforms waiting for empty cars to transport them to market. The grain is of excellent quality this year as well as of extraordinary quantity and the farmers have reason to be gratified with the results of the season's work. The price also keeps up to a good figure. Some of the wheat raised in the Umatilla valley, the Walla Walla country and the Palouse plain is equal to Mississippi valley wheat in hardness.

On the subject of the culture of cranberries on the marsh lands about Coos bay, Oregon, the *Coos Bay News* says: On Saturday last we received a box containing several gallons of cranberries, from C. D. McFarlin, of North slough. The berries are known as the Belle berry, and the vines were received from Cape Cod, Plymouth Co., Mass. Several parties dropped in during the day to see them, and the universal verdict was that they could not be beaten anywhere. The vines of this variety were planted three years ago last spring, and Mr. McFarlin estimates that he will get 100 bushels off an acre. He has two more varieties, which are also thriving splendidly—the Cherry and the McFarlin. This latter variety takes its name from Mr. McFarlin, who first cultivated it at Carver, Mass. It is the largest berry of the lot and is superior to other varieties in some respects. Mr. McFarlin has been here five years, most of which time he has devoted to experimenting with cranberries, spending several thousand dollars in preparing land, building dams for flooding the bog, etc., and he has satisfied himself that cranberry culture can be made a grand success in this county, and he predicts that in the not far distant future it will be one of the prominent industries of Coos bay. As an illustration of his assertions in regard to the wealth capable of being produced from the culture of cranberries, he showed us a letter from his brother, living at Carver, Mass., in which it was stated that there were 1,500 people picking berries on the bog near that place at present. The bog is about three miles long, with an average of one-quarter mile in width, and he gives as a safe estimate that the crop will bring \$40,000 this season. There are hundreds of acres in this county, now lying idle, which could be utilized for this purpose, and which if properly cultivated would bring a handsome sum annually to the pockets of the owners.

A saw mill with a capacity of 100,000 feet a day is to be erected at Tillamook bay.

From less than twenty acres of land a farmer near Butteville, Oregon, sold hops to the value of \$10,500 this season.

The population of Alaska, as shown by the recent census will be about 38,000. There has been a large increase in the white population since 1880.

Byron Weston, the noted paper manufacturer, of Dalton, Mass., is considering the advisability of establishing a mill at Spokane Falls, Washington.

The first foreign shipment of coal from the state of Washington left Seattle last Saturday. The ship *Guardian* took a cargo of 1,672 tons from the docks of the Seattle Coal & Iron Co., which was consigned to parties in Honolulu.

The Oregon Pacific railroad, known as the Yaquina line, has been placed in the hands of a receiver. This action was taken at the request of the attorney of the Farmers' Loan & Trust Co., of New York. Mr. T. E. Hogg, president of the company, was appointed receiver.

Coal of excellent quality and of unlimited quantity is reported as having been found within two miles of Salmon City, Idaho. Gold has also been found in paying quantities in the same locality, and it is expected that a stampede will set in to that section early next spring.

One of the most valuable cargoes ever shipped from the Columbia river was dispatched from Astoria in a German vessel last week. It comprised over 20,000 cases of salmon, 26,000 sacks of flour, and 22,000 sacks of wheat, representing a value of \$227,000. To transport this cargo by rail would require 340 cars, each carrying ten tons.

A resident of Aberdeen, Washington, is reported as having located quartz claims somewhere on Fraser river, British Columbia. The ledge is said to be three-fourths of a mile across. Some of his specimens run as high as \$300 per ton by assays. The find is reported to be on the bank of the river, near the Canadian Pacific railroad.

Representatives of a large woolen manufacturing establishment at Knoxville, Iowa, are conferring with the citizens of Chehalis, Washington, relative to a removal of the works to that place. Chehalis is making a special effort to secure manufactories and will probably offer sufficient inducements for the location of this institution, which would be of great benefit to the city.

The reports of natural gas finds in Oregon are similar to reports of discoveries of genuine anthracite coal on the Pacific coast. It may be here in large quantities, but like the gold of the Yukon, it yet stays where nature stored it.

The crown paper mills, at the falls of the Willamette, are to be enlarged by the addition of two stories to one wing of the present building, and the erection of a new structure 40x80 feet in size for storage purposes. This mill is now running night and day, and has orders on its books which would necessitate its running steadily for about six weeks were no more taken. The business has been perfectly satisfactory to the company having charge.

A company has been incorporated at Snohomish, Washington, for the purpose of supplying the town with an abundance of pure water. The system will be built in a substantial manner, iron pipes being used throughout, and the water will be taken from Pilchuck creek, a small stream flowing down from the mountains. One million gallons a day will be supplied, with an additional quantity for use in case of fire. The present supply is very unsatisfactory, the water being taken from a lake and conveyed in wooden pipes which have become so weakened with age as to render them almost unfit for service in case fire should require an extra pressure.

Ever since the Southern Pacific acquired control of the Oregon & California lines, work has been steadily prosecuted in improving the roadbed by taking out the iron rails, with which the track was originally laid, and sub-

stituting sixty pound steel in their stead. This is now finished and the entire line from Portland to San Francisco is a continuous steel track. Other betterments have been made at the same time, until now the managers feel they have a line of railroad second to none on the coast. With the completion of the grand union depot and the construction of projected lines, Portland's railroad facilities will be far superior to any city west of the Rocky mountains.

The case of the Catholic Bishop of Nesqually against the United States, for possession of the land occupied by the government post at Vancouver, has been decided by the United States district court for the state of Washington in favor of the defendant. The claim of the church is based upon its establishment of a mission station at Vancouver with the consent of the Hudson's Bay Company, which held possession of the tract under the authority of the English government at that time. The property consists of 430 acres and is valued at about \$750,000. The case has been before the courts in one form or another for many years and has attracted a great deal of attention. The decision of the court not being satisfactory to the plaintiff a notice of appeal to the supreme court of the United States has been filed.

A ditch twenty-seven miles in length is under construction from the East Umpqua river to the gold mines on Myrtle creek, in Douglas county, Southern Oregon, of which ten miles are already completed. The ditch will be five feet wide at the top, three at the bottom, and two feet deep, and will supply an abundance of water for working. It is expected the ditch will be completed by Christmas, when mining operations will begin. This same ground has been worked more or less for years, and has always paid good wages, but water has never been plentiful enough to admit of work being carried on extensively. This new enterprise will supply this essential article, however, and the prospects are favorable for a large amount of gold being secured, as it has been shown conclusively that it exists in great quantity.

On Thursday morning the sale of seats opened for perhaps one of the greatest attractions that the Marquam Grand Opera House has had since its opening day. It is the famous Hanlon-Volter-Martinetti English Pantomime and Novelty Combination, which is said to be absolutely the most stupendous aggregation of its kind that has ever been brought before the public. This organization will open at the Marquam Grand Opera House on Wednesday night next, instead of Monday evening, owing to the fact that they will not close at the Grand Opera House in San Francisco until Sunday night, and not be able to reach Portland until Wednesday morning. A force of mechanics has already been sent in advance to arrange all of the paraphernalia for the tricks, aerial performances, the pantomimic spectacles and various features.

There was displayed in a window of the First National bank of Albany last Saturday the first gold brick ever produced by the mines on the Santiam river. The Albany Mining and Milling Co. has erected a small mill on their property in that region, and a \$200 brick was the result of the first five and one-half ton lot of ore worked. A large and continuous ledge of the same quality of ore is in sight, and the successful working of these mines seems now assured, on a scale that will afford a rich return for the investments of the company and will prove an important industry for Albany. The company expects to begin soon to run the present mill night and day, and arrangements are being made to put in a twenty-stamp mill and \$30,000 plant next spring. In the meantime the mill now in operation will continue its work, and the piles of other gold bricks that will be taken from these mines in the future will demonstrate to the most skeptical the wealth and magnitude of the Santiam mines.

The ship *City of Philadelphia* is now in Portland with a consignment of steel rails to be used in relaying the track of the Oregonian railway, and another cargo is due in a short time. All rails to be used are the standard weight, twenty pounds to the foot, and when completed the new line will be the equal of any in the state. Several of the new cars ordered for use on this road have been delivered, and the probabilities are that within the next six weeks the line will be in operation as a standard gauge road. The section of country through which it passes has no superior on the coast for fertility, and when connection is made directly with Portland there is no question but it will be one of the best paying properties in the northwest. Many thousands of acres of land now lying idle will be brought under cultivation, and furnish homes for many thousands of people seeking locations in this section. Aside from the benefits to be derived from employment of the small army of men required to operate a railroad of this character, the general welfare will be promoted to a wonderful degree.

A stock company has been organized at Corvallis, Oregon, to engage in the culture, drying and shipment of prunes. A tract of 155 acres will be set out in Italian prunes this fall. This enterprise is certain to succeed.

A new 100-barrel flouring mill will be put in operation at Independence, Oregon, sometime during this month. This institution will be of great benefit to the town, and also to the country in general. The mill will be provided with storage capacity for 10,000 bushels of grain.

The assessor of Yamhill county reports property to the value of \$3,912,064, as compared with \$3,961,902 for the year 1889. The gross value of property for 1890 is reported as \$6,166,009, which shows a reduction of \$2,253,945 on account of indebtedness and exemption. It is doubtful whether the citizens of Yamhill would care to have strangers take these figures with any degree of earnestness, as they show indebtedness amounting to almost one-half the value of the county's entire wealth.

During the coming winter the legislatures of no less than thirty-two states will assemble in November, and others in December, but most of them will not sit until January. In the case of many of them the coming session will be the only opportunity that they will have to pass upon the subject of appropriating money for a state exhibit at the Columbian exposition in Chicago in 1892-3. What are the World's Fair managers doing toward the proper presentation of the claims of the international exposition upon them. The importance of prompt action can not be overestimated. Every legislature should be visited and addressed by representatives of the fair and an earnest effort should be made in all cases to secure a generous appropriation. There is every reason to believe that the people of all the states are well disposed toward the World's Fair and that they are anxious

to have the various commonwealths appropriately represented, but there is danger in delay, and it should be the first duty of the managers to speak in time with relation to so important a subject.—*Chicago Herald.*

The usual reports of practical failure to secure enough gold on the Yukon to compensate for the labor and hardships of getting it are beginning to come in. The highest success reported is but \$12 per day, or about \$1,000 for the season, not much more than enough to pay expenses, while the majority of the miners were not half so fortunate. The first party from the Yukon reached Juneau, Alaska, early in October, after a journey of sixty-five days. One of them stated to the *Free Press* that about 200 miners wintered along the Yukon last winter, most of whom he thinks will come out this fall. A large number of them have been there from two to three years. He anticipates that there will not be a scarcity of provisions there this winter for those that remain in, as was reported here, as the company's boat was expected to arrive there from St. Michael's at any time when he left. Reports on what the miners have done the past season are not the most encouraging, although the men on Forty Mile creek have taken out various sums, from a winter's grub stake up to fair wages. The low diggings paid the best, and the high or bank diggings have yielded but small returns. Work was closed down on Forty Mile August 15. Last winter, owing to the wreck of the company's steamer, about 150 miners found it necessary to go down the river to winter, starting on their return trip again the 28th of May, the ice having broken on that date. During this season the miners were well scattered, prospecting up and down the river, and on many of its tributaries, but no reports of any strikes had been heard of. Pelly river was also well prospected during the past two seasons, but nothing big found, although there are a number of bars there that would pay if they were worked properly. Two men worked on Lewis river this season, and took out from \$4 to \$12 dollars per day. Most of the parties coming out this fall will come out this way, and miners may be looked for from now on until snow closes up the pass on the range.

HOW SMART ARE YOU ?

If you are pretty bright you will stand a good chance of winning a prize in the **West Shore Word Contest.** The five persons sending in the largest lists of words made from the phrase "ILLUSTRATED WEST SHORE," will receive the following prizes in the order of the length of their lists, the longest list taking the first prize.

LIST OF PRIZES.

FIRST PRIZE—A scholarship in the Portland Business College, or the Salem Business College, the leading business educational institutions in the Pacific northwest, good for either the business or short hand courses, and available at any time during the year 1891. Value, \$60.00.

SECOND PRIZE—Superb freehand crayon portrait, size 25x30, executed by the well-known portrait artist, Mr. E. W. Moore, at his studio in Portland. The winner of this prize can have his own portrait made, or that of any relative or friend. Value, \$50.00.

THIRD PRIZE—An elegant oil painting of Safrano Roses, executed by the celebrated floral artist, Mrs. J. T. Hayne. This is a most beautiful picture and is valued at her studio in Portland, at \$40.00.

FOURTH PRIZE—Full set of Chambers Encyclopedia, with the American additions, bound in sheep and consisting of eight quarto volumes, of about 800 pages each, illustrated with wood engravings and colored maps. This is the most practical and valuable encyclopedia for constant use yet published. This is a new set, procured from J. K. Gill & Co., booksellers, Portland. Value, \$30.00.

FIFTH PRIZE—A copy of the new edition of Webster's International Dictionary. This is the only authorized edition of Webster's Unabridged Dictionary, and has just been revised and enlarged, making it the only complete and standard work in one volume. It is indexed and bound in sheep. This work is sold by J. K. Gill & Co., Portland. Value, \$10.50.

RULES GOVERNING THE CONTEST.

No one will be permitted to compete whose name is not on our subscription list for at least three months of 1891.

All words beginning with the same letter must be grouped together, and the groups arranged on the list in the alphabetical order of the initial letter of each group, the total number of words in each group being noted at the bottom of the group.

Only words that can be spelled by using the letters contained in the phrase "ILLUSTRATED WEST SHORE" will be counted, and no letter can be used in the same word more times than it occurs in the phrase. This permits the use of s three times, e three times, t three times, r twice, l twice, and all the others only once each in any one word.

Proper names will not be allowed.

Only English words, or fully anglicized foreign words, such as appear in full faced type in the dictionary, will be counted. This includes all compound words given separate paragraphs and definitions, but excludes all words printed in italics.

Two words spelled alike, though having different meanings, will be counted as one word.

All forms of the verb will be allowed.

Prefixes and suffixes will not count as separate words.

The latest edition of Webster's dictionary will be the authority for settling all questions.

If two lists contain the same number of words, preference will be given to the list first received at this office.

The contest closes January 31, 1891, and all lists must be in this office on that day, and the name of the contestants be entered on our list for at least three months of the year 1891 to entitle them to enter the competition.

The result of the contest will be published immediately in **WEST SHORE** and the prizes held subject to the orders of the winners.

Should no unforeseen circumstance prevent, the Seattle, Lake Shore & Eastern railroad will reach Sedro, in Skagit county on the fifteenth of this month, when through trains will be put on connecting Seattle, Sedro and Anacortes. An effort is also being made to arrange for through coaches to run between Portland and the two latter named places. The road was to have been completed to Sedro a month ago, but a combination of circumstances prevented.

According to the statement of W. P. Watson, assistant engineer of the Great Northern, the location of the line of that road from Portland to Puget sound is nearly completed and the work of securing the right of way far advanced. The bridge across the Columbia will be much shorter than that of the Union Pacific, as it will be only 2,800 feet, against over 5,000 feet for the Union Pacific bridge. The depth of water is about fifty feet, but Mr. Watson says the engineers found a better foundation for the piers than the Union has. It will cost about \$800,000. The location has been practically decided on, but will not yet be made public.

The people of British Columbia are preparing to utilize the great fishing resources of the waters adjacent to that province. A short time ago a deep sea fishing company was organized in Vancouver, and now another has been formed in New Westminster. They will establish stations on Queen Charlotte islands and at other points in northern waters, and will employ steamers to transport the catch to market. This industry is destined to develop to enormous proportions in a few years, for the fisheries are far more extensive than those of the Atlantic, while the dangers from storms and cold weather are but a tithe of those to which the fishermen of the Atlantic are exposed.

A great deal of excitement has been occasioned over the recent discoveries of valuable mineral deposits in the region of Lake Chelan, Washington. In commenting on the subject a correspondent of the *Spokane Falls Review* says that next spring will in all probability witness a great influx of people to that section, and also draws the attention of Spokane's merchants to the fact that a rich trade is in prospect if proper steps are taken to secure it. To one acquainted with the spirit of the business men who have made Spokane Falls what it is this admonition seems scarcely necessary.

Portland and California parties are making efforts to get the privilege of supplying the city of Roseburg with electric lights. The parties controlling the abundant water power of that place are reported as being opposed to the move, and refuse to allow a power station to be erected to utilize the water for generating electricity. It is probable the projectors of the enterprise will locate their works at the town of Winchester, a short distance from Roseburg, where a large dam has recently been constructed across the Umpqua river, and wires run from there to the city.

A citizen of Union, Oregon, has invented a railway which he claims can be constructed, equipped and operated at less than one-half the present system. It removes all likelihood of accidents resulting from derailment of trains, and no fences, cattle-guards or road-crossings are necessary. It removes all liability of killing stock, of sand and snow blockades, and is the only system which renders it practicable to use electricity so as to utilize the force expended in descending one grade to assist in climbing another. A company has been incorporated with a capital stock of \$600,000, for the purpose of building and equipping railroads on the plans of the inventor of the new system.

DEKUM BROS.
SUPERIOR STOVES & RANGES
SOLE AGENTS
45 WASHINGTON ST. - 107-109-111-113-115-117-119-121-123-125-127-129-131-133-135-137-139-141-143-145-147-149-151-153-155-157-159-161-163-165-167-169-171-173-175-177-179-181-183-185-187-189-191-193-195-197-199-201-203-205-207-209-211-213-215-217-219-221-223-225-227-229-231-233-235-237-239-241-243-245-247-249-251-253-255-257-259-261-263-265-267-269-271-273-275-277-279-281-283-285-287-289-291-293-295-297-299-301-303-305-307-309-311-313-315-317-319-321-323-325-327-329-331-333-335-337-339-341-343-345-347-349-351-353-355-357-359-361-363-365-367-369-371-373-375-377-379-381-383-385-387-389-391-393-395-397-399-401-403-405-407-409-411-413-415-417-419-421-423-425-427-429-431-433-435-437-439-441-443-445-447-449-451-453-455-457-459-461-463-465-467-469-471-473-475-477-479-481-483-485-487-489-491-493-495-497-499-501-503-505-507-509-511-513-515-517-519-521-523-525-527-529-531-533-535-537-539-541-543-545-547-549-551-553-555-557-559-561-563-565-567-569-571-573-575-577-579-581-583-585-587-589-591-593-595-597-599-601-603-605-607-609-611-613-615-617-619-621-623-625-627-629-631-633-635-637-639-641-643-645-647-649-651-653-655-657-659-661-663-665-667-669-671-673-675-677-679-681-683-685-687-689-691-693-695-697-699-701-703-705-707-709-711-713-715-717-719-721-723-725-727-729-731-733-735-737-739-741-743-745-747-749-751-753-755-757-759-761-763-765-767-769-771-773-775-777-779-781-783-785-787-789-791-793-795-797-799-801-803-805-807-809-811-813-815-817-819-821-823-825-827-829-831-833-835-837-839-841-843-845-847-849-851-853-855-857-859-861-863-865-867-869-871-873-875-877-879-881-883-885-887-889-891-893-895-897-899-901-903-905-907-909-911-913-915-917-919-921-923-925-927-929-931-933-935-937-939-941-943-945-947-949-951-953-955-957-959-961-963-965-967-969-971-973-975-977-979-981-983-985-987-989-991-993-995-997-999-1001-1003-1005-1007-1009-1011-1013-1015-1017-1019-1021-1023-1025-1027-1029-1031-1033-1035-1037-1039-1041-1043-1045-1047-1049-1051-1053-1055-1057-1059-1061-1063-1065-1067-1069-1071-1073-1075-1077-1079-1081-1083-1085-1087-1089-1091-1093-1095-1097-1099-1101-1103-1105-1107-1109-1111-1113-1115-1117-1119-1121-1123-1125-1127-1129-1131-1133-1135-1137-1139-1141-1143-1145-1147-1149-1151-1153-1155-1157-1159-1161-1163-1165-1167-1169-1171-1173-1175-1177-1179-1181-1183-1185-1187-1189-1191-1193-1195-1197-1199-1201-1203-1205-1207-1209-1211-1213-1215-1217-1219-1221-1223-1225-1227-1229-1231-1233-1235-1237-1239-1241-1243-1245-1247-1249-1251-1253-1255-1257-1259-1261-1263-1265-1267-1269-1271-1273-1275-1277-1279-1281-1283-1285-1287-1289-1291-1293-1295-1297-1299-1301-1303-1305-1307-1309-1311-1313-1315-1317-1319-1321-1323-1325-1327-1329-1331-1333-1335-1337-1339-1341-1343-1345-1347-1349-1351-1353-1355-1357-1359-1361-1363-1365-1367-1369-1371-1373-1375-1377-1379-1381-1383-1385-1387-1389-1391-1393-1395-1397-1399-1401-1403-1405-1407-1409-1411-1413-1415-1417-1419-1421-1423-1425-1427-1429-1431-1433-1435-1437-1439-1441-1443-1445-1447-1449-1451-1453-1455-1457-1459-1461-1463-1465-1467-1469-1471-1473-1475-1477-1479-1481-1483-1485-1487-1489-1491-1493-1495-1497-1499-1501-1503-1505-1507-1509-1511-1513-1515-1517-1519-1521-1523-1525-1527-1529-1531-1533-1535-1537-1539-1541-1543-1545-1547-1549-1551-1553-1555-1557-1559-1561-1563-1565-1567-1569-1571-1573-1575-1577-1579-1581-1583-1585-1587-1589-1591-1593-1595-1597-1599-1601-1603-1605-1607-1609-1611-1613-1615-1617-1619-1621-1623-1625-1627-1629-1631-1633-1635-1637-1639-1641-1643-1645-1647-1649-1651-1653-1655-1657-1659-1661-1663-1665-1667-1669-1671-1673-1675-1677-1679-1681-1683-1685-1687-1689-1691-1693-1695-1697-1699-1701-1703-1705-1707-1709-1711-1713-1715-1717-1719-1721-1723-1725-1727-1729-1731-1733-1735-1737-1739-1741-1743-1745-1747-1749-1751-1753-1755-1757-1759-1761-1763-1765-1767-1769-1771-1773-1775-1777-1779-1781-1783-1785-1787-1789-1791-1793-1795-1797-1799-1801-1803-1805-1807-1809-1811-1813-1815-1817-1819-1821-1823-1825-1827-1829-1831-1833-1835-1837-1839-1841-1843-1845-1847-1849-1851-1853-1855-1857-1859-1861-1863-1865-1867-1869-1871-1873-1875-1877-1879-1881-1883-1885-1887-1889-1891-1893-1895-1897-1899-1901-1903-1905-1907-1909-1911-1913-1915-1917-1919-1921-1923-1925-1927-1929-1931-1933-1935-1937-1939-1941-1943-1945-1947-1949-1951-1953-1955-1957-1959-1961-1963-1965-1967-1969-1971-1973-1975-1977-1979-1981-1983-1985-1987-1989-1991-1993-1995-1997-1999-2001-2003-2005-2007-2009-2011-2013-2015-2017-2019-2021-2023-2025-2027-2029-2031-2033-2035-2037-2039-2041-2043-2045-2047-2049-2051-2053-2055-2057-2059-2061-2063-2065-2067-2069-2071-2073-2075-2077-2079-2081-2083-2085-2087-2089-2091-2093-2095-2097-2099-2101-2103-2105-2107-2109-2111-2113-2115-2117-2119-2121-2123-2125-2127-2129-2131-2133-2135-2137-2139-2141-2143-2145-2147-2149-2151-2153-2155-2157-2159-2161-2163-2165-2167-2169-2171-2173-2175-2177-2179-2181-2183-2185-2187-2189-2191-2193-2195-2197-2199-2201-2203-2205-2207-2209-2211-2213-2215-2217-2219-2221-2223-2225-2227-2229-2231-2233-2235-2237-2239-2241-2243-2245-2247-2249-2251-2253-2255-2257-2259-2261-2263-2265-2267-2269-2271-2273-2275-2277-2279-2281-2283-2285-2287-2289-2291-2293-2295-2297-2299-2301-2303-2305-2307-2309-2311-2313-2315-2317-2319-2321-2323-2325-2327-2329-2331-2333-2335-2337-2339-2341-2343-2345-2347-2349-2351-2353-2355-2357-2359-2361-2363-2365-2367-2369-2371-2373-2375-2377-2379-2381-2383-2385-2387-2389-2391-2393-2395-2397-2399-2401-2403-2405-2407-2409-2411-2413-2415-2417-2419-2421-2423-2425-2427-2429-2431-2433-2435-2437-2439-2441-2443-2445-2447-2449-2451-2453-2455-2457-2459-2461-2463-2465-2467-2469-2471-2473-2475-2477-2479-2481-2483-2485-2487-2489-2491-2493-2495-2497-2499-2501-2503-2505-2507-2509-2511-2513-2515-2517-2519-2521-2523-2525-2527-2529-2531-2533-2535-2537-2539-2541-2543-2545-2547-2549-2551-2553-2555-2557-2559-2561-2563-2565-2567-2569-2571-2573-2575-2577-2579-2581-2583-2585-2587-2589-2591-2593-2595-2597-2599-2601-2603-2605-2607-2609-2611-2613-2615-2617-2619-2621-2623-2625-2627-2629-2631-2633-2635-2637-2639-2641-2643-2645-2647-2649-2651-2653-2655-2657-2659-2661-2663-2665-2667-2669-2671-2673-2675-2677-2679-2681-2683-2685-2687-2689-2691-2693-2695-2697-2699-2701-2703-2705-2707-2709-2711-2713-2715-2717-2719-2721-2723-2725-2727-2729-2731-2733-2735-2737-2739-2741-2743-2745-2747-2749-2751-2753-2755-2757-2759-2761-2763-2765-2767-2769-2771-2773-2775-2777-2779-2781-2783-2785-2787-2789-2791-2793-2795-2797-2799-2801-2803-2805-2807-2809-2811-2813-2815-2817-2819-2821-2823-2825-2827-2829-2831-2833-2835-2837-2839-2841-2843-2845-2847-2849-2851-2853-2855-2857-2859-2861-2863-2865-2867-2869-2871-2873-2875-2877-2879-2881-2883-2885-2887-2889-2891-2893-2895-2897-2899-2901-2903-2905-2907-2909-2911-2913-2915-2917-2919-2921-2923-2925-2927-2929-2931-2933-2935-2937-2939-2941-2943-2945-2947-2949-2951-2953-2955-2957-2959-2961-2963-2965-2967-2969-2971-2973-2975-2977-2979-2981-2983-2985-2987-2989-2991-2993-2995-2997-2999-3001-3003-3005-3007-3009-3011-3013-3015-3017-3019-3021-3023-3025-3027-3029-3031-3033-3035-3037-3039-3041-3043-3045-3047-3049-3051-3053-3055-3057-3059-3061-3063-3065-3067-3069-3071-3073-3075-3077-3079-3081-3083-3085-3087-3089-3091-3093-3095-3097-3099-3101-3103-3105-3107-3109-3111-3113-3115-3117-3119-3121-3123-3125-3127-3129-3131-3133-3135-3137-3139-3141-3143-3145-3147-3149-3151-3153-3155-3157-3159-3161-3163-3165-3167-3169-3171-3173-3175-3177-3179-3181-3183-3185-3187-3189-3191-3193-3195-3197-3199-3201-3203-3205-3207-3209-3211-3213-3215-3217-3219-3221-3223-3225-3227-3229-3231-3233-3235-3237-3239-3241-3243-3245-3247-3249-3251-3253-3255-3257-3259-3261-3263-3265-3267-3269-3271-3273-3275-3277-3279-3281-3283-3285-3287-3289-3291-3293-3295-3297-3299-3301-3303-3305-3307-3309-3311-3313-3315-3317-3319-3321-3323-3325-3327-3329-3331-3333-3335-3337-3339-3341-3343-3345-3347-3349-3351-3353-3355-3357-3359-3361-3363-3365-3367-3369-3371-3373-3375-3377-3379-3381-3383-3385-3387-3389-3391-3393-3395-3397-3399-3401-3403-3405-3407-3409-3411-3413-3415-3417-3419-3421-3423-3425-3427-3429-3431-3433-3435-3437-3439-3441-3443-3445-3447-3449-3451-3453-3455-3457-3459-3461-3463-3465-3467-3469-3471-3473-3475-3477-3479-3481-3483-3485-3487-3489-3491-3493-3495-3497-3499-3501-3503-3505-3507-3509-3511-3513-3515-3517-3519-3521-3523-3525-3527-3529-3531-3533-3535-3537-3539-3541-3543-3545-3547-3549-3551-3553-3555-3557-3559-3561-3563-3565-3567-3569-3571-3573-3575-3577-3579-3581-3583-3585-3587-3589-3591-3593-3595-3597-3599-3601-3603-3605-3607-3609-3611-3613-3615-3617-3619-3621-3623-3625-3627-3629-3631-3633-3635-3637-3639-3641-3643-3645-3647-3649-3651-3653-3655-3657-3659-3661-3663-3665-3667-3669-3671-3673-3675-3677-3679-3681-3683-3685-3687-3689-3691-3693-3695-3697-3699-3701-3703-3705-3707-3709-3711-3713-3715-3717-3719-3721-3723-3725-3727-3729-3731-3733-3735-3737-3739-3741-3743-3745-3747-3749-3751-3753-3755-3757-3759-3761-3763-3765-3767-3769-3771-3773-3775-3777-3779-3781-3783-3785-3787-3789-3791-3793-3795-3797-3799-3801-3803-3805-3807-3809-3811-3813-3815-3817-3819-3821-3823-3825-3827-3829-3831-3833-3835-3837-3839-3841-3843-3845-3847-3849-3851-3853-3855-3857-3859-3861-3863-3865-3867-3869-3871-3873-3875-3877-3879-3881-3883-3885-3887-3889-3891-3893-3895-3897-3899-3901-3903-3905-3907-3909-3911-3913-3915-3917-3919-3921-3923-3925-3927-3929-3931-3933-3935-3937-3939-3941-3943-3945-3947-3949-3951-3953-3955-3957-3959-3961-3963-3965-3967-3969-3971-3973-3975-3977-3979-3981-3983-3985-3987-3989-3991-3993-3995-3997-3999-4001-4003-4005-4007-4009-4011-4013-4015-4017-4019-4021-4023-4025-4027-4029-4031-4033-4035-4037-4039-4041-4043-4045-4047-4049-4051-4053-4055-4057-4059-4061-4063-4065-4067-4069-4071-4073-4075-4077-4079-4081-4083-4085-4087-4089-4091-4093-4095-4097-4099-4101-4103-4105-4107-4109-4111-4113-4115-4117-4119-4121-4123-4125-4127-4129-4131-4133-4135-4137-4139-4141-4143-4145-4147-4149-4151-4153-4155-4157-4159-4161-4163-4165-4167-4169-4171-4173-4175-4177-4179-4181-4183-4185-4187-4189-4191-4193-4195-4197-4199-4201-4203-4205-4207-4209-4211-4213-4215-4217-4219-4221-4223-4225-4227-4229-4231-4233-4235-4237-4239-4241-4243-4245-4247-4249-4251-4253-4255-4257-4259-4261-4263-4265-4267-4269-4271-4273-4275-4277-4279-4281-4283-42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Portland to San Francisco.
 Leaving Steamship Wharf, Portland, at 10 p. m., as follows:

Oregon.....	Saturday	Nov. 1
Columbia.....	Wednesday	" 5
State.....	Sunday	" 9
Oregon.....	Thursday	" 13
Columbia.....	Monday	" 17
State.....	Friday	" 21
Oregon.....	Tuesday	" 25
Columbia.....	Saturday	" 29

Baggage must be checked either at Ash street during the day, or by the U. C. & B. T. Co. No unchecked baggage will be received on the steamers.

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 FIRST AND OAK STS.
 GEO. S. TAYLOR, City Ticket Agent.
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 Gen'l Traffic Mgr. Gen'l Pass. Agt.

San Francisco to Portland,
 Leaving Spear Street Wharf, San Francisco, at 10 a. m., as follows:

State.....	Tuesday	Nov. 4
Oregon.....	Saturday	" 8
Columbia.....	Wednesday	" 12
State.....	Sunday	" 16
Oregon.....	Thursday	" 20
Columbia.....	Monday	" 24
State.....	Friday	" 28
Oregon.....	Tuesday	Dec. 2

The Company reserves the right to change Steamers or sailing days.

RATES OF PASSAGE,
 Including meals and berths.
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UPSON DOWNES—Why, you told me there would be "no hurry" about paying back that ten.

JOB LOTT—Well, there hasn't been —Puck.

AUNT KATE (severely)—Penelope, I saw Tom Barry kiss you last evening. You should not let him do so until you are engaged, at least.

PENELOPE—Oh, he says that all the girls let him.—Life.

SHADE OF HENRY CLAY—I see you are getting out another dictionary, Daniel.

SHADE OF DANIEL WEBSTER—Yes; and I see you are still manufacturing cigars.

(Both shake).—Yale Record.

"What uncleanly people they seem to be out west," said Mrs. De Lite, of Boston, "here is a case of a man starting to clean out a town, and they actually shot him."

And she never could make out why her husband buried his head in the newspaper.—St. Joseph News.

In the school-room.

TEACHER—Supposing a man who walks at the rate of six miles an hour should allow a man who can only walk four miles an hour to have one mile the start of him, where would they meet?

SEVERAL PUPILS—(at once)—At the first gin mill.—Judge.

EAST AND SOUTH
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Roseburg Mail, Daily.

LEAVE ARRIVE
 Portland...8:00 a. m. | Roseburg...8:00 p. m.
 Roseburg...9:00 a. m. | Portland...4:00 p. m.

Albany Local, Daily (Except Sunday)

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West Side Div.—Bet. Portland and Corvallis.

Mail Train Daily, (Except Sunday).

LEAVE ARRIVE
 Portland...7:30 a. m. | Corvallis 12:10 p. m.
 Corvallis...12:55 p. m. | Portland...5:30 p. m.
 At Albany and Corvallis connect with the Oregon Pacific R. R.

Express Train Daily (Except Sunday)

LEAVE ARRIVE
 Portland...4:40 p. m. | McMville...7:25 p. m.
 McMville...5:45 a. m. | Portland...8:20 a. m.

THROUGH TICKETS to all points east and south.

Union Ticket Office, No. 134 First St., Corner Alder.
B. KOEHLER, Mgr.
E. P. ROGERS, Asst. G. F. & P. Agt.
 Depot, Fifth and I Streets.

THE COOK WAS FAT.

"I'm afraid you will have to look for a new place before the first of the month, Bridget."

"What fur, Ma'am?"

"Mr. Smith objects to so much waste in the kitchen."

"Lor' Ma'am, if that's all, I'll lace meself widin an inch of me loife."
 —Life.

THE LATEST WRINKLE.

MISS ROXIE SAND—O papa! Lord Blazonberrie wants to have "P. T." put in the corner of our wedding invitations.

MR. SAND—"P. T."—Private Terms!—eh?—but that is a trade expression.

MISS ROXIE—Oh, yes; but he says he doesn't care to have every one know what we paid for him.—Puck.

MRS. JENKS—Oh, Thomas, Thomas! what shall we do with our daughter? I heard her talking to herself in her room just now while she was dressing and she said damn twice!

MR. JENKS—Let's see. She has begun wearing boiled shirts like a man lately, hasn't she?

MRS. JENKS—Yes; but what has —"

MR. JENKS—Everything. She probably lost her collar-button down the back of her neck.—Lawrence American.

THIS PAPER is kept on file at E. C. Duke's Advertising Agency, 64 and 65 Merchants Exchange, San Francisco, California, where contracts for advertising can be made for it.

THE PORTLAND, PORTLAND, OREGON.

A new hotel containing all modern improvements; every room lighted by electricity; light and airy; heated by steam; open fire places, bath en suite, and on every floor; elevators. Guests are entertained on either the American or European plan. The Restaurant the finest in the city.

CHAS. E. LELAND, Manager.

Change of Time and Faster Service to Chicago.

Fast trains over the Northwestern Line, C. St. P. M. & O. Ry., now run as follows:

Chicago Daylight Express—The only 14-hour daylight train between the Twin Cities and Chicago, leaves Minneapolis at 7.00 a. m.; St. Paul, 7.45 a. m. (dinner in dining car) and arrives in Chicago at 9.45 p. m. This hour of arrival in Chicago gives connection with more night trains out of Chicago to the East and South than trains of other lines.

Chicago Vestibuled Limited, in 13¼ hrs., leaves Minneapolis at 6.50 p. m.; St. Paul, 7.30 p. m., and arrives in Milwaukee at 7.25 a. m.; Chicago, 9.00 a. m. This is the only complete vestibuled train between the Twin Cities and Chicago, and connects with all Fast Line trains leaving Chicago in the morning for the East and South. Trains of Northern Pacific railway connect in Minneapolis and St. Paul union depots with the through trains over the Northwestern Line. If tickets can not be secured from the agent at your station, over the Northwestern Line, call on or address

W. H. MEAD, Gen. Agt.,
 4 Washington St., Portland, Oregon.
T. W. TEASDALE, G. P. A., St. Paul.

CALIFORNIA
 Positive & Negative
ELECTRIC
 INJUNCTION
CURES CATARRH

Rheumatism, Neuralgia, Corns, HEADACHE, and ALL PAIN.
 The California Positive and Negative **ELECTRIC COUGH CURE**
CURES COLDS, CROUP, CONSUMPTION.
 Sold by all Druggists. Each 25c, 50c & \$1.
Crossinger & Co., Prop's, Los Angeles, Cal.

AGENTS wanted, Liberal Salary Paid. At home or to travel. Team furnished free. P. O VICKERY, Augusta, Maine.

THE REGAL PIANO

Only the deaf are not moved by its pure tone, only the blind are not captivated by its elegance, only the envious withhold expressions of admiration. **N. E. SKINNER,** 137 Washington St., Portland, Or., General Agent for Pacific coast.

Educate

For business at the Portland Business College, Portland, or at the Capital Business College, Salem. Both schools are under the management of A. P. Armstrong, have same course of studies, same rates of tuition.

Business, Shorthand,

Typewriting, Penmanship, English Departments. Day and evening sessions. Students admitted any time. For Catalogue, address Portland Business College, OR Capital Business College, Portland, Oregon.

THE NORTHWEST FIRE AND MARINE INSURANCE CO.

Authorized Capital, \$500,000.
 Directors—D. D. Oliphant, J. Loewenberg, J. McCracken, J. K. Gill, F. K. Arnold, F. Eggert, H. L. Pittock, F. M. Warren. Officers—J. Loewenberg, pres.; J. McCracken, vice pres.; R. P. Earhart, secy. and mangr.; F. M. Warren, treas.; E. Everett, asst. secy.
 Successor in Oregon to South British and National Fire and Marine Ins. Cos. of New Zealand. OFFICE, 33 Washington St.

RIP! STRETCH! TEAR! NO FIT!

These are some of the troubles of many ladies with poor Kid Gloves. We are now showing the latest arrivals of the genuine "ALEXANDRE" Kid Gloves, which for more than forty years have stood in the lead of first class goods.

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CORDRAY'S MUSEE AND THEATRE
THIRD AND YAMHILL.

New Musee-Theater Dramatic Company. Week commencing Monday, Nov. 10, the beautiful Irish drama in 4 acts entitled **EILEEN OCE.**

The Musee—Songs Dances and Refined Specialties.

Every Saturday Children's Day. Matinee Wednesday and Saturday, 1:30 p. m. Admission—Musee, 10c. Seats in Theatre, 10, 20 and 30 cts., according to location. Box Seats—Matinee 25c; Evening 40c. Seats reserved six days in advance without extra charge at box office and W. B. Allen's Music Store, 214 First street, telephone 800.

Doors open daily 7 p. m. Musee performance begins at 7:30. Theatre begins at 8:30.

CARDS Latest styles. Best premiums. Costly Outfit. **FREE**
YALE CARD CO., NEW HAVEN, CONN.

MEYER, WILSON & CO., SHIPPING and Commission Merchants, New Market Block, Portland, Or. M. W. & Co., S. F. W. M. & Co., Liverpool.

C. S. Meubendorfer
The **HATTER**
171 FIRST ST. PORTLAND, OR.
AGENT FOR **DUNLAP HATS**

London & San Francisco Bank, Limtd.

Capital and Reserve, \$2,415,000.

Head Office, 73 Lombard St., London.

This bank transacts a General Banking and Exchange Business, makes loans, discounts bills and issues commercial and travelers' credits available in any city in the world. Portland Branch, No. 48 First street W. MACKINTOSH, Manager.

Northwest Loan and Trust Co.
50 First St., PORTLAND, OREGON.

Capital, \$150,000 | Dollar Savings Bank

Savings deposits received in sums of \$1 and upwards, and interest allowed thereon. Accounts kept subject to check. Drafts drawn on New York, San Francisco and European points. Loans made on Real or Personal Security. This company is also authorized by its charter to execute trusts of every description; act as Assignee, Receiver, Guardian, Executor and Administrator, or in any other fiduciary capacity; assume the care of real estate, collect rents, interests, dividends, etc.; receipt for wills and keep them safely without charge.

OFFICE HOURS—10 a. m. to 3 p. m. 7 to 8 p. m. Wednesdays and Saturdays.
G. B. Markle, Pres. J. L. Hartman, Treas.
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Ladd & Tilton, Bankers,
PORTLAND, OREGON.

Transact a General Banking Business.

Interest allowed on time deposits. Collections made at all points, on favorable terms.

Letters of credit issued, available in Europe and the eastern states.

Sight Exchange and Telegraphic Transfers sold on New York, Washington, Chicago, St. Louis, Denver, Omaha, San Francisco and various points in Oregon, Washington, Idaho, Montana and British Columbia.

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FIRST NATIONAL BANK
OF PORTLAND.

Designated Depository and Financial Agent of the United States.

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Sight Exchange and Telegraphic Transfers sold on New York, Boston, Chicago, St. Louis, St. Paul, Omaha, San Francisco and the principal points in the northwest.

Sight and Time Bills drawn in sums to suit on London, Paris, Berlin, Frankfurt-on-the-Main, Hong Kong.

Collections made on favorable terms at all accessible points.

A CHANCE ENCOUNTER.

MOKEYBY (in the wee sma' hours)
—Whad yo' doin' roun' Mistah Smith's hen coop at dis time o' night?

JOHNSING—Nuffin! But whad's yo' doin'?

MOKEYBY—Nuffin!

JOHNSING—Well, den, lets bofe do it together.—*Puck.*

THE BALANCE THE OTHER WAY.

BOATMAN—I am the man who sprang into the water and saved a member of your family. You remember you offered \$500 to any one who would rescue her."

MILLIONAIRE—Y-e-s, I know; but at that time I thought it was my wife who was in danger. It was my wife's mother."

BOATMAN—Just my luck! Well, how much do I owe you?—*New York Weekly.*

THE LAST RESOURCE.

MRS. BROWN—I'm afraid I'm only encouraging my husband to smoke by making him a present of this box of cigars.

COBWIGGER—Not at all. If that doesn't cure him, nothing will.—*Munsey's.*

A TROUBLE EASILY CURED.

DISTRESSED YOUNG MOTHER (traveling with weeping infant)—Dear, dear; I don't know what to do with this baby.

KIND AND THOUGHTFUL BACHELOR (in next seat)—Madame, shall I open the window for you?—*Boston Courier.*

YOUNG LADY—Don't you think fox-hunting a cruel sport?

ESCORT—Ya'as, it is; its regular torture, bejove. I haven't been able to sit down foh a week.—*Good News.*

FRANK DEKUM, D. P. THOMPSON, H. C. STRATTON,
President. Vice President. Cashier.

THE

PORTLAND SAVINGS BANK

PORTLAND, OREGON.

S. W. Cor. Second and Washington Sts.

PAYS INTEREST ON TIME DEPOSITS.

Loans Made on Real and Personal Security.

Acts as Trustee for individuals, corporations or estates pending litigation or settlement.

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Vice President, - - - **FRANK DEKUM.**
Cashier, - - - **R. L. DURHAM.**
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Sight Exchange and Telegraphic Transfer sold on New York, Boston, Chicago, Omaha, St. Paul, San Francisco and all principal places throughout the Northwest. Exchange sold on principal cities in Europe and on Hong Kong.

FAIRHAVEN!

The Actual Pacific Coast Terminus of the **GREAT NORTHERN** Railway.

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

RECORD OF HER FIRST YEAR'S GROWTH.

Population (June 1st, United States Census) 4,273, now over 6,000	These are only the more prominent items, and Fairhaven starts on her second year without a dollar of Bonded or other Incubatedness and \$25,000 in her City Treasury, with the following enterprises among the many inaugurated to double her wealth and triple her population by the close of 1891:
Assessed Valuation of Taxable Property within City limits \$7,530,000	Fairhaven Steel and Iron Company's Furnaces..... \$2,000,000
Eight Miles of Streets Graded, Planked and Sidewalked.. 400,000	Complete Sewerage System..... 300,000
Great Northern Railway Shops and Terminal Works..... 250,000	Electric Street Railways..... 250,000
Water Works, with capacity for 100,000 people..... 100,000	Additional Improvements by the Great Northern Railway. 500,000
Four Lumber Mills, capacity every twenty-four hours 600,000 feet..... 300,000	Brick and Stone Business Blocks under way and projected 350,000
Hotel Fairhaven, brick, stone and iron, five stories high. 150,000	Coal Bunkers, with daily capacity of 2,000 tons..... 100,000
Four Churches and one School Building..... 50,000	Another Public School Building..... 50,000
Electric Light, Arc and Incandescent, best plant in the State..... 50,000	Improvements to Coal and Iron Mines..... 200,000
Gas Works, with capacity for 100,000 people..... 200,000	Two more Churches..... 25,000
Four Barks, two National, capital..... 800,000	Sisters of Peace Hospital..... 50,000
Twenty-four two and three-story brick business blocks... 225,000	Five Miles more of Street Improvements..... 200,000
Three Ocean Docks..... 200,000	University of Fairhaven..... 150,000
Scores of two and three-story frame business blocks, costing each \$5,000 to..... 15,000	Fairhaven Foundry and Machine Shops..... 50,000
Hundreds of Residences, costing each \$1,000 to..... 20,000	

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

The Coal of Pennsylvania, **The Iron of Michigan,**
The Timber of Wisconsin, and

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

West Shore



A. GOODMAN
MONEY TO LOAN

I. GRABEM.

MONEY
BROKER

Friend Grabem
This man wants five hundred
for one year or until he
sells his crops - Let him have
it at my usual terms -
Goodman

\$500.00 @ 8%
\$40.00
\$50.00 bonus
\$90.00
\$90 = 18%

GOODMAN THE CAPITALIST (to farmer who wishes a loan) - Very sorry, but the law regulating interest makes it impossible for me to accommodate you, as I send my money over the line into Washington where there is no such law. You might try Mr. Grabem next block below. I'll just give you a note to him which may help you.

MR. GRABEM - Ah! a note from my friend Goodman. Well, money is very scarce, but I think I know a party of whom I can get it for you at eight per cent, if you are willing to pay a bonus of fifty dollars on the loan.

The farmer, not having had the advantages of our friends Goodman and Grabem, fails to see wherein the usury law is a benefit to him.

VOX POPULI
ALL OF THE USURY
NEW YORK CAPITAL LOANS
WOULD BE OF INTEREST BY
THE MIDDLE OF THE YEAR
THEY WOULD BE OF INTEREST BY
THE MIDDLE OF THE YEAR
THEY WOULD BE OF INTEREST BY
THE MIDDLE OF THE YEAR

OREGON'S USURY LAW IS A GREAT PROTECTION—TO THE MONEY LENDER.