

West Shore

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SPOKANE FALLS EXPOSITION—EXHIBIT OF CURIOS.

West Shore

PUBLISHED EVERY SATURDAY.

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

SATURDAY, OCTOBER 25, 1890.

WEST SHORE's motto is, "Organize."

Read about the great exposition at Spokane Falls.

Disappearing guns have been invented. This is evidently an effort to create a closer sympathy between the soldier and his weapon.

The latest advices from the census bureau are to the effect that the clerks threw more beer bottles out the back window than they did names out the Portland schedules.

WEST SHORE will issue a large and beautifully illustrated holiday number. Advertisers should take advantage of the opportunity to reach so great a number of the most prosperous and intelligent people as will receive that elegant issue.

Grand larceny of 50,000 people is what Oregon charges against Superintendent Porter and his beer guzzling subordinates, while the indictment from the country at large calls for 6,000,000 of people either feloniously abstracted or lost by criminal carelessness.

Those congressmen who speculated in silver and find their wind-earned salaries slipping away from them, will receive little sympathy from the people, who are, somehow, impressed with the idea that a legislator should not base his speculations upon his vote in congress.

"Do men gather grapes of thorns and figs of thistles?" is a question that receives a complete answer in the following editorial comment in an Idaho paper immediately after the late election: "That this county is democratic is proved by the small republican majority."

That the laws of the state when passed by the legislature should be published for the information of the people in the columns of the newspapers, the only place where they will be seen, requires no argument. The legislature at its next session ought to provide for this being done.

Some of the Chicago papers still give vent to their spleen at the director general of the fair. The enemy in the household is the most harmful, and the evil results of this course will surely be felt. The commonest instincts of patriotism should make such reprehensible conduct impossible.

According to the official returns promulgated by the census bureau, Oregon contains 239,559 people west of the Cascade mountains, and 72,881 east of that range, a total of 312,440, being fully 50,000 less than the true population, the loss of which can be charged to the contaminating influences of politics.

The Columbia Waterway Association met in its sixth annual convention at Oregon City Wednesday last, and passed its usual resolutions. It is going to take something more than resolutions to open the Columbia river, an achievement WEST SHORE deems of the most vital importance to the people of the northwest.

New Orleans has just had a little experience with un-Americanized foreigners. When congress shall consider the immigration question, and it

must do so very soon, the movement for restriction ought to receive warm support from the Pelican state; but as politics is stronger than principles, it may be otherwise.

Little sympathy will be felt for the census officials who have been charged with a deliberate attempt to falsify the returns for political ends. They have shown such ignorance, incapacity and spitefulness in the Oregon matter, as well as in others, that one can but believe them morally capable of such an effort, however mentally unfitted to accomplish it they might be.

It is now just four weeks since WEST SHORE, with an eye single to practical accomplishment, called for a representative organization to handle the world's fair question. Now that the free discussion called out by its vigorous cartoons and comments has somewhat cleared away the mists surrounding the question, other papers are recognizing the strength of its position and are adding their voices to the call for an organization. Practical action without further loss of time is what it needed.

Six months ago a wedding ceremony was performed in Portland, and last week the circuit court issued a decree of divorce on the ground of extreme cruelty on the part of the husband. It does not require a long essay to show the weakness of our divorce laws as illustrated by this incident. Here is a man whom the court has officially declared unfit to continue in the matrimonial state, one who has demonstrated his incapacity in the brief period of six months, and yet there is no bar to his entering it again. When either a man or woman so behaves that it becomes necessary for the courts to dissolve the marriage bond, the decree of dissolution should also be a decree of perpetual debarment from matrimony of the guilty party. If such were the law we would not see such disgusting and debasing matrimonial careers as that of a recent resident of Portland, who has been married seven times and divorced five times. Society should protect itself against the demoralizing example of such brutes, as well as against the possible transmission of these instincts to an undesired posterity. The trouble is not so much that divorce is too easy to obtain, but that it is too easy to get married.

Probably nothing will have a greater effect in causing an increase in prices of various merchandise than the campaign speeches of free traders and the editorial assertion of free trade papers that prices are compelled to go up in consequence of the McKinley bill. Merchants will not be slow to follow the suggestion and mark up goods and keep them up as long as the deluded public will stand it. But the law of competition and the sober common sense of the people will soon begin the work of scaling the prices down again, and it will not be long before the markets will be adjusted to the real conditions of trade, when it will be learned that only certain lines of imported goods have actually been affected, and those are chiefly such as may be classed as luxuries. Under the stimulus of a better market caused by the natural tendency to use home made goods in preference to the imported article, the former will be made in greater quantity and of better quality, and will, ere long, under the well known laws of competition and increase in quantity of manufacture, decrease in price. The experiment to be tried in the manufacture of tin is the only doubtful feature, and if this shall be a success it will prove well worth all it will cost.

The argument against such a censorship of the press as will deny the use of the mails to harmful books and papers, that boys who want blood and thunder literature will "get it somehow," is purile. Admitting that its circulation can not be entirely stopped, the throwing of so serious an obstacle in the course of the muddy stream must seriously retard its flow and to that extent lessen its destructive power. These publications are issued for profit, and if the profits be lessened, the number of publications will naturally be less. The reading of flash and demoralizing literature has not obtained the hold upon the people that the drinking of liquor has, nor is it entrenched in ages of education, nor does it wear the buckler of social custom. The demoralizing influence of a certain class of literature upon the young is unquestioned, and its effect in the increase of crime is very marked. If such publications can be denied the use of the mails, their numbers would be materially lessened and the evil reduced in quantity. This is not a prohibition of reading. Other less harmful, and, possibly, even elevating, literature would take its place, and there would be little incentive to surreptitious purchase or supply of the proscribed publications. They would simply be eliminated by the substitution of a sufficiently higher class of literature to remove the greater portion of the evil all thoughtful people recognize and deplore. Nor would there be any complaint from the body of the people, whose literary appetite would be easily satisfied with the better mental pabulum. Even the publishers themselves would have little ground for objection to the law, since they could make just as much money publishing the better class of literature, the total demand for reading matter being not in the least diminished.

The most absurd portion of English criticism of our new tariff is that it will affect the receipts of our railroads. They predict a great falling off in values and a decline in receipts. This is the height of folly. Our railroads have been built by home traffic and have grown with the development of our home market. When we import goods the railroads secure but the transportation of them to the consumer, but when we manufacture them from our own or imported raw materials, they secure the transportation of the raw materials, the machinery for making them, and the supplies for the operatives in addition to the goods themselves. In view of this the railroads may well look forward to increased business and prosperity. In a few years these self-blinded Britons will see their error and be more eager than ever to invest in American railroads.

The position of the press of Oregon—with the exception of a few disgruntled editors who are deeply sunk in the mire of mossbackism or have some fancied personal grievance to nurse—on the question of a proper representation of the state at Chicago is one most creditable to its intelligence and enterprise. It strongly endorses the two positions assumed by WEST SHORE, first, that the legislature should make a large appropriation, and second, that some form of organization must be had at once, for the purpose of outlining a plan for the information and guidance of the legislature in making its appropriation. This latter movement is vitally necessary to the success of the former.

It is utter folly to expect a large appropriation from the legislature unless a comprehensible plan of an exhibit calling for the expenditure of the sum asked be presented for the consideration of the legislators. That body will not vote a large sum of money without knowing just what is to be done with it. There can be no "blind pool" scheme worked at Salem. Plans, sufficiently arranged in their details to show what will be the general nature of the exhibit, the method of its management, the approximate cost and the probable results, must be laid before the house, the senate and the governor, if anything satisfactory is to be accomplished. It is well enough for organized bodies to pass resolutions, for they show the drift of public sentiment on the subject and show the representatives of the people that there is a general call for action; but nothing practical can be accomplished without organized effort and intelligent and diligent labor. The time is short, and none can be wasted. The legislature will assemble in ten weeks.

Not only is it of vital importance that the legislature shall know just what disposition is to be made of the \$250,000 to be asked for, but it must also know, and decide, who shall disburse the money. An organization of representative citizens will command more respect and confidence from the legislature and the public than any possible executive or legislative appointees. Public confidence is an essential element of success, since both financial and personal aid will be required from the people of every section of the state. Let the people feel that they are doing this thing themselves, through the medium of agents selected by them, and enthusiasm will prevail; otherwise the usual public apathy will militate against the complete success of the movement. This is exemplified by the absolute lack of appreciation of the importance of this subject existing a few weeks ago, which, happily, is now changed to a widespread interest in the success of the endeavor.

A plan of organization somewhat similar to that adopted in California would meet the requirements of the case. On the eleventh of September a convention of delegates from all the counties in the state assembled and organized a California World's Fair Association. A board of directors, consisting of one from each county was selected, whose duty it was to choose an executive committee of twenty-one, in whose hands the entire management was to be placed. The board of directors has elected the executive committee, consisting of eight of the most enterprising of the business men of San Francisco and thirteen representative men of prominence from other sections of the state, whose names carry weight and confidence wherever they are known. J. D. Phelan is the president, and W. H. Mills the vice president. When such men actively identify themselves with a public movement something great is certain to be accomplished. Here, then, is a summary of the practical steps taken in California. Let us be equally sensible and alert. Let us have a convention of delegates from every county, which convention shall decide what is the most equitable plan by which every section of the state shall be represented in the management of the state's interests. When this has been done, and the managers selected, there will be but a few weeks for them to work in before the legislature meets. Valuable time is being wasted. The Oregon Board of Commerce should take action immediately.

One of the most rural of the scenes in Portland is the huge piles of cord wood and slab wood that obstruct the streets or line the curbstones. It is too bad, of course, that the founders of the city made the blocks but 200 feet square and without an alley running through them. With an alley in the

rear of the business houses the streets could be cleared of much needless blockade and the sidewalks could be used for people to walk upon. As it is now, a pedestrian must take a few lessons from a jack rabbit to successfully navigate the business streets. In the residence portion the alley would remove the unsightly piles of wood and the odorous and never pleasant barn from the street. But we have no alleys, and for this reason it becomes necessary for us to forego the village custom of piling wood in the street. Cord wood in the summer time is dry enough to be cut at once and put away out of sight, and because slab wood is a trifle cheaper and requires a long exposure in the open air to render it fit for use is no reason why the authorities should permit it to line the sidewalks. There are many things the individual may do in a village that he ought not to be permitted to do in a city. One of these is the grazing of a cow in the public streets, and another is the vilage woodpile, looking about as attractive as a red patch on a suit of broadcloth.

Speaking of cows brings up the subject of dogs that are used in villages to chase them with. Portland has no cows in her streets and needs no dogs for the pleasures of the chase, nor for anything else. If we must have either, give us the cows. They give milk and are good to eat. Dogs give nothing and are good for nothing. Cows do not howl and bark during the midnight hours when dogless people expect to sleep. Slumber visits the eyes of the dog owner. Undisturbed by the barks and yelps of his useless cur, he snores placidly, while his distressed neighbor indulges in expletives, in which the dog and the name of its owner are inextricably mixed. Many of our citizens have beautiful lawns and beds of flowers, unprotected by fence or gate—and would that more of them would remove the unsightly fence from around their otherwise attractive grounds—and great, hulking, utterly useless dogs, coming from nobody knows where and owned by nobody knows who, prowl about them, destroying choice flowers, frightening the women and children, and making themselves a general nuisance. The law permits any person who may choose to pay a dog tax to keep as many utterly worthless brutes as he may be foolish enough to pay for. This part of it may be all right. Good hunting dogs are of some value, and no one objects to them if they are properly kept in hand. Of course, the city can not maintain a dog commission to decide upon the merits of an animal for which a tax tag is desired. No standard of quality can be set up for a dog, any more than a standard of common sense for the person who owns it. But the city can require that it be kept confined, and it can require the owner either to make it hold its peace at night or else hold it forever—the latter preferred.

AN AIR CASTLE.

I built a castle in the air
 When first the mountain violets
 Wove azure webs amid the grass,
 That time of year when earth forgets
 Her feet rest on undying snows,
 And wreaths her brow with blossoming,
 Such time of year I reared its walls—
 When all my heart was full of spring.

I said, and should my castle fall,
 The sun will never shine again
 And nevermore the lark will sing;
 Above the hills will drift the rain,
 With not a blossom following.
 And, raven-like, a dark regret
 Will haunt the spot, and sadness build
 Her nest where dry leaves linger yet.

The grasses grow within the moat,
 The ivy crowns the crumbling walls,
 But still across the sunlit hills,
 The swallow flits, the curlew calls.
 No shadow falls along the sky
 Because a ruin lies below,
 And in and out and round about,
 Forget-me-nots atangle grow.

A vision wrapt in tender thoughts,
 Whose sweetness will forever last,
 As faintly clings a rare perfume
 When rose and thorns alike are past,
 Above its dust will lilies bloom,
 And larks trill forth their melody,
 And all the landscape of my heart
 Be fairer for its memory.

MAUDE SUTTON.



HIS LOVE.

A snow-white dove cleaving the darkness of some night,
Wherein no soft moon swings and no stars faintly shine,
Is like thy own young soul, stainless and pure and white,
Leaning against this black and sin-vexed soul of mine.

Life is a great sea, the mysteries of whose vast depths are solved by none save the diver who never returns.

Which would you rather marry—a poor but independent man who can earn only \$2,000 a year, or an aristocratic one who will let his father-in-law give him \$10,000?

Better to eat the dry bread of spinsterhood which is never washed down with wine, than the fruits of a mistaken marriage, which are tears and heart aches and burning regrets—yea, and sometimes death in life.

The man who stumbles over his own feet in his haste to give up his seat in the car to the young lady with the smile and the rose under her chin, usually lets his wife carry in the water, and split the kindling, and polish his boots.

Mary J. Holmes, the novelist—or, as she would probably put it herself, *the* novelist—strongly protests against another Mary J. Holmes writing books under her own name. It is certainly something of a misfortune to have some other woman write under your name, and yet it seems to me that it would be a greater misfortune to the other woman not to be allowed to use her own name as she may see fit to do. If the other woman insists upon being just plain Mary J. Holmes on the backs of her books, Mrs. Holmes No. 1 might call herself “The original Mary J. Holmes”—which would be original and quite taking.

A striking illustration of the power and tenacity of contemporaneous thought and custom is unconsciously given by Edward Bellamy in “Looking Backward.” In his description of woman “emancipated,” as he found her after his long sleep at the close of the twentieth century, he causes Dr. Leete to say that the women of that advanced age are as guiltless of coyness and coquetry, and as free to tell their love to the object of their choice, as are the young men themselves. All this Mr. Bellamy—or Mr. West, as he is in the story—accepts as the proper thing for the reconstructed girl of the twentieth century; but he goes straightway and coolly drops a hundred years from his calendar in his portrayal of his own love scene with Edith Leete, in which he makes her, the sweet girl of his choice, stand with downcast eyes, trembling and blushing, while he tells his love, just as any ordinary, modest girl of the present day is wont to do under the same circumstances. Mr. Bellamy is undoubtedly an original thinker; yet it is evident that he keeps a little corner of his heart, at least, dedicated to our good, old ways, and that while he is entirely willing that the men of future ages shall be wooed and won by the maidens, he doesn't quite like to picture himself as one of those blushing, ridiculous youths.

A friend showed me a plain made gown the other day, and mentioned the price the milliner had charged for making it. “Why,” I exclaimed thoughtlessly, “she over-charged you! That is entirely too much for a plain gown.”

“I know it is too much,” said my friend, gently, turning aside her head; “and I was right-down indignant at first, and had a great mind to tell her so, too, but somehow”—here my friend took up her new gown and made a great feint of examining it—“somehow, all in a moment, I remembered that once, years ago, my beloved sister was very poor and she took in sewing. Her rooms were small and dark and dingy, and she did her housework and took care of her baby, besides the sewing. I remembered how she used to sit on sultry summer days, stitching, stitching, while the dust from rich women's carriages rolled through the windows into her pale, worn face; and how she used often to sew until midnight to finish a ball dress for some gay society woman, soothing the baby when it cried and laying its

little moist lips to her tired breast; and how”—here my friend bent very low, indeed, over the new gown, and I noticed her fingers were trembling in an odd way—“how many and many a time, when she did go to bed, I, a little child then, tossing in my dreams, would hear her moan all through the long hours of her troubled sleep. And the woman who made this gown was poor, too, and her rooms were shabby and stifling. She was pale and careworn, and she coughed often and put her hand to her chest—and the baby was there, too, cross and ill. So, somehow, all in a moment, as I have said, I remembered my sister; the hasty protest died on my lips, and I handed her the money without a word, recalling how rich women had haggled with my sister over her charges, and how I, as a child, had burned to open the door and push them into the street! I am afraid we do not remember such things as often as we should”—and something that looked like a glistening pearl dropped on the new gown. I do not know whence it could have come unless from my friend's violet eye.

I sat for one whole day recently in a railway car, opposite the loveliest woman I ever saw; and what was better, her manners were as perfect and as charming as her face and figure. It was a pleasure to me only to look at her clear, gray eyes, her dark gold brows and hair, her lovely color, her warm lips, her amiable, perfect smile and her soft, white throat. “Now, don't admire her too much,” I said to my impressionable heart; “she can not be as perfect as she looks. Every one has a fault concealed somewhere.” But, try as I would, I couldn't find one word, expression or gesture to condemn; for with all her beauty of face and figure, her charm of manner and conversation, her soft voice, her happy laugh, her entire fascination, she was yet utterly unconscious of herself, and very amiable. But alas! when my journey was almost at an end, I found the flaw in my gem, the horrible, wriggling canker worm in my rose. She was describing a delightful drive back of Portland, but stopped right in the middle of it and exclaimed, with a little laugh that grated disagreeably, “But it will take you past the poor house, and I know you don't want to be horrified by a glimpse of the dreadful wretches who live there!”

“I have been not only past the poor-house, but in it,” said a gentleman of the party, quietly.

She looked up at him and laughed, and her laugh had lost all its music, and her eyes all the light, for me.

“Do you mean it?” she asked, “or is it one of your detestable, little jokes? What could take you to the poor house?”

“I went to see the poor people there,” replied the gentleman, blushing. “There is so much misery there, that a few flowers and fruits cheer those sad hearts up wonderfully.”

“As if,” she said, and now there was a sneer on those lips that took all their loveliness away, “such wretches could appreciate flowers or care for fruits!”

And I would rather, then, that she had been plain and homely, if only her heart could have been kind.

O, mothers, wherever you are, and whatever your lot or station in life, I ask you to teach your boys to respect women. Teach them that no woman may be mentioned disrespectfully or lightly. A man who does not respect women is not a moral man, and a common drunkard is more to be trusted than he. What is more, I do not mean merely that they should be taught to respect their mothers and sisters and the pure women of the earth, but to feel, also, a vast pity for the unfortunate ones. O, never a woman falls so low but a kind word or a look of respect for her womanhood—wasted though that womanhood be—will kindle the old spark of pride and virtue once more in her breast. For one moment at least she will feel something of that old sweet independence which once was hers, and she may be bettered thereby. The kind word and the respectful glance will never do her harm, and it may do her good. When you are tempted to say one light or sneering word of God's unfortunate ones whom He still loves—never you doubt that He still loves them, else it will be a sadder thing for you when you die than for them—pause one moment and repeat to yourself this little truth which I give to you, indeed, to all men on earth, for what it is worth—and myself, I think it worth more than all the sermons that ever were preached under God's blue heaven. When I was a little girl, at the close of Sabbath school, we used to all stand up and say solemnly and earnestly together, “The Lord watch between thee and me while we are absent one from the other;” and somehow, it always did me more good than the preacher's longest prayer. So now, this little truth I speak of, I ask all men who read these words to say it over, solemnly and earnestly with me, that they may learn it by heart and remember it. This is it: “When all men feel respect and show respect to all women, old and young, virtuous and unvirtuous, there will be no women on this beautiful earth who do not deserve and command respect.” Whenever you feel the inclination to say one light word of a woman, stop just long enough to repeat to yourself that simple motto, and the light word will be unspoken.

A NARROW ESCAPE.

Hid by the overshadowing trees
The moon shone bright above;
The spirit of the gentle breeze
Seemed whispering of love.
Along the dusky forest way,
Where no one else was nigh,
We wandered—she was fair as day—
A lucky man was I.

Upon the morrow we must part;
I'd known her but a week,
And yet, the feelings of my heart
My tongue could scarcely speak.
I took her little hand—methought
A tear stood in her eye;
My soul with rapture was o'erwrought—
A lucky man was I.



Then Cupid's prompting made me bold,
With deep emotion stirred
My ardent tale of love I told,
And asked for just one word—
One little word in answer—so
This maiden sweetly shy
Murmured in tender accents "No!"
A lucky man was I.

R. H. TITHERINGTON.

HE HAD.

"Beg pardon, sir, but haven't you forgotten something?" said the waiter to the guest who was departing.

"O, yes, my umbrella! Thanks, awfully."

ENTITLED TO A PASS.

PRESIDENT N. M. T. R. R. (haughtily)—Who is this James W. Bungstarter who wants a pass?

PRIVATE SECRETARY—Great capitalist of Sheboygan—president of the Knocash Natural Sand Bank—lessee of the—

PRESIDENT (hastily)—Send him an annual. I thought he was some poor devil who couldn't pay his way.

'T WAS EVER THUS.

MR. O'BRIEN (eloquently soliciting subscriptions from the crowd for a hospital)—I tell you, gentlemen, the one who will not put his hand in his pocket to help the poor, the maimed, the halt and the blind—(To man with one leg and one arm, supplicating alms)—What's that? Confound you, don't interrupt me! Get out!

HER PREFERENCE.

SNOOPER—Let us take a Wagner sleeper, my dear.

MRS. SNOOPER—O, Wagner's too noisy for me. Let us take a Pullman.

THEIR USE.

MRS. FANGLE (looking up from the paper)—I wonder what air brakes are used for.

MRS. DENSE—To stop windmills, I suppose.

"Is he a hard man to get along with?"

"Hard? Why, even the air hereabouts doesn't agree with him."

A double shuffle—Two suicides.

A clog—A fish bone in the throat.

A serio-comic—An effort to sneeze.

A call before the curtain—Supe!

AT MIDNIGHT.

STAYLATE—My favorite flower, Miss Amy, is the night-blooming cereus.
MISS AMY—Indeed, Mr. Staylate! I thought it would probably be the morning glory.

McCORKLE (looking at the individual leaning against the lamp post)—That man has a queer name—Triangle.

McCRACKLE—It is appropriate, though. He is a rye-tangled Triangle.

HOW MR. BUMPERS GOT INTO TROUBLE.

WILLIAM BUMPERS—Maw, was you ever an actress?

MRS. BUMPERS (bridling)—The idea! Certainly not!

W. BUMPERS—Then why did you dress like a ballet girl?

MRS. BUMPERS (amazed)—I never did! What's got into the boy?

W. BUMPERS—Well, paw's got a photograph of a ballet girl and when I caught him looking at it he said it was your picture.

MRS. BUMPERS (with deadly calm)—Oh, yes, to be sure. William, tell your paw I want to speak to him.

IDENTIFYING HIM.

MRS. GAZZAM—You remember young Mr. Eastlake, don't you?

MR. GAZZAM—He was sent to the penitentiary, wasn't he?

MRS. GAZZAM—O, no; he was called to the pastorate of the Oakville Presbyterian church two years ago.

MR. GAZZAM—O, yes; I remember him well. I knew it was something of that kind.

SLIGHTLY DIFFERENT.

CUMSO—Hello, Stagers! I haven't seen you for a year. By the way, I heard you had taken a wife.

STAGGERS (gloomily)—No; she has taken me.

"What a large house!" exclaimed Mr. Crosscut, glancing around the theatre.

"Yes," asserted his wife; "but then it has to be a large house to hold so many people."

HE KNEW HE WAS.

"He isn't capable of a civil action."

"O, yes he is. He has just brought a suit against me in a civil court."

VERY UNSTEADY.

MABEL—That Young Mr. Wacker is Sue's steady company now, is he not?

AMY—Not very—he drinks so much, you know.



ART CRITICISM.

"That's a Verestchagin," remarked one visitor to another in the Portland exposition art gallery.

"So it is," was the reply, "very shocking, indeed. It's a shame the hanging committee passes such pictures."

THE SPOKANE EXPOSITION.

The first representative exhibition of the products and industries of the great inland empire of the northwest, is now in progress in Spokane Falls. The coast country from San Diego to Victoria has had its fairs and expositions wherein were displayed more or less complete representations of the character and extent of the country's resources, but the great inland country west of the Rockies has not before attempted an industrial exposition at all commensurate with the vastness of its natural and developed wealth. The scheme of holding an exposition in Spokane was suggested late last spring, and the Northwestern Industrial Exposition company was organized on the tenth of June, and capitalized at \$60,000. A site valued at \$60,000 was given for the building, plans were adopted and contracts let, and the active work of organizing an exposition that would be properly representative of the country was begun at once. The directors insured success from the start by engaging the services of Mr. Charles W. Robinson, an experienced and competent manager of enterprises of this nature in the east. Mr. Robinson was fresh from Europe where he had been studying special and general features of the exposition business, in the interest of New York in the world's fair contest. When he left Paris he had in his possession what the managers of the Paris exposition declared to be the most comprehensive and accurate statistical information on this subject that had ever been collected in Europe. He took hold of the Spokane exposition with a perfect knowledge of every requisite for success, and under his direction the matter assumed definite form from the beginning and grew to the proportions that so many thousands have studied and wondered at from the first of October.

The exposition building is located in the eastern part of the city, and when construction was begun the site was in the midst of huge piles of basaltic rock. A great transformation has been wrought in that locality since that time. Streets leading to the exposition grounds that were then totally impassable are now among the most perfect in the city. The piles of rock have been razed and all the surroundings made comfortable and pleasing. The building itself occupies a ground area 200x300 feet, and has three floors devoted to exhibits—160,000 square feet. On the first, or basement floor, are the displays of wagons and carriages, farm and mill machinery, bins of permanent grain exhibits, the aquarium, the engines for driving exhibition machinery, and the dynamos that light the entire building and run an electric railway nearly five miles long. The engines furnish 450 horse-power. This electric railway lands passengers directly at the south entrance to the exposition building, while the Ross Park road, another electric line about four miles long, passes near the north entrance. On the lower floor of the building is also a considerable space where a palace of delusions mystifies people.

The second floor is mainly devoted to exhibits representing the different sections of Washington, Idaho and Oregon. Of Washington, Yakima county presents "the results of irrigation," while Whitman has an equally imposing display, "raised without irrigation." The best grain displays are from the Palouse country and the Big Bend. Whitman county has the most complete grain exhibit in the exposition, among the selected samples being one from a field that produced 101 bushels per acre of wheat this year. Her fruits and vegetables are also in the front rank. Yakima has mineral water and an interesting display of vegetables and fruits, and specimens of tobacco that are pronounced by experts superior to the best Cuban production; her sorghum and watermelons are notable. Yakima county presents quite a variety of minerals, among which are fine specimens of the only anthracite coal found in the northwest. Kittitas, however, has the most imposing coal exhibit in the exposition, it being a solid block of bituminous coal 2½x4x12 feet, from the Roslyn mines. There are a large number of rich specimens of gold, silver, copper and iron ores from Kittitas, as well as a varied line of fruits and vegetables, collected and placed on exhibition by the energy of Ellensburg business men. Lincoln county productions include a very creditable exhibit of grains, fruits and vegetables, two very amusing black bears and several massive heads of mountain sheep. Adams county displays among its cereals and vegetables an immense cougar as one of its produc-

tions. Nez Perce county, Idaho, has a very luscious fruit display for its main feature; it has a squash weighing 149 pounds. Freewater, Oregon, shows among other things, mammoth broom corn and sugar cane, and some very fine fruit. Medical Lake, the popular summer resort near Spokane, has a small lake in the exposition with appropriate surroundings and many specimens of the products of that curious sheet of water that is so strongly medicated in nature's alembic. A miniature of the state asylum stands on the bank of this lake.

The Puget sound country is well represented at Spokane Falls. Seattle people have taken special pains to arrange a very creditable display, and one that is unique in many ways. Its shipping interests are represented by a model of the steamer *City of Puebla*, complete in every detail so far as appearance goes. A section of fir tree shown is eleven feet in diameter. Lumber, coal and iron resources are shown to advantage, as well as her manufacturing interests. The press of Seattle has an excellent display. Tacoma is not behind in its timber exhibit, and it shows a fine box of hops, specimens of asbestos, sandstone and coke, and a number of manufactured articles. Olympia and Thurston county show attractive samples of building stone, tin ore, wooden water pipes, a miniature cranberry marsh, etc. Port Townsend has a *papier mache* miniature of itself and surroundings in relief, and so on through an array of the best of every kind from every section, that is bewildering in its magnitude.

The ores on the third floor form one of the most interesting features of the exposition. They are of all kinds, from the Cœur d'Alenes, the Colville district, the Kootenai, the Metaline, the Okanogan, the Clarke's Fork, the Salmon river, and many other mines. The crystal sand found in the country tributary to Spokane is displayed in considerable quantities, and some of its uses are illustrated. In the mineral department one may get a good idea of the manner of obtaining and treating various ores. The Colville smelter exhibits a considerable number of pigs of lead-silver as turned out from that institution. There are several valuable mineral cabinets in this department. The whole exhibit is very interesting and it speaks with much force of one of the important factors in Spokane's growth.

A great deal of space is occupied with displays by Spokane business men in the various mercantile and manufacturing branches, and there is not an unattractive one among them. The displays of dry goods, furnishing goods, carpets, furniture, musical instruments, edge-tools and glassware, contain many unique and pleasing features.

The art gallery is certainly the best ever seen west of Minneapolis. Manager Robinson, who takes

special delight in art, says the shipment of pictures for this exposition was the first one he ever opened without disappointment. One hundred paintings were brought here from New York, and are the works of such artists as Poore, Wiggins, Moran, Kluth, Darget, Fox, Rouzee, Hasbrouck and Remington. Probably the pictures by Frederic Remington, being striking features of western life and handled with consummate skill, are the most popular in the gallery, though the art critic would prefer others. The collection embraces a pleasing variety of subjects, and many different schools are represented. There is nothing in the gallery that causes either the people or the press to discuss the propriety of the display. There are 158 pictures by local artists, and these constitute a collection that would be worthy of attention in any exposition gallery. They comprise oil, water colors, pastels and crayons. Lovers of art find a treat in the Spokane gallery, the like of which they seldom have an opportunity to enjoy. Besides the paintings there are a large number of specimens of art needlework, inlaid work in wood and miscellaneous articles of more than ordinary merit in the art gallery.

While there is no museum proper or zoological display there is a large number of interesting specimens of the taxidermist's art and some amusing animals. The black bears from Lincoln county attract much attention, as do two pretty, spotted fawns. A big, green crane runs at large bearing such printed announcements as "I buy my candy at Sweet & Sour's" or "I read the *Morning Echo*," and varying the monotony of its existence by biting too familiar persons.

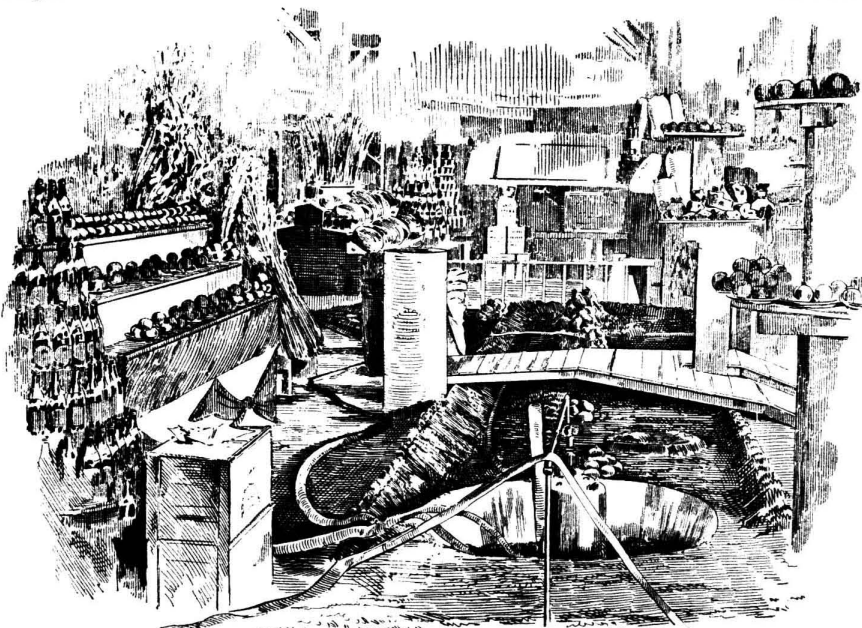


BLALOCK BLOCK, SPOKANE FALLS, WASH.

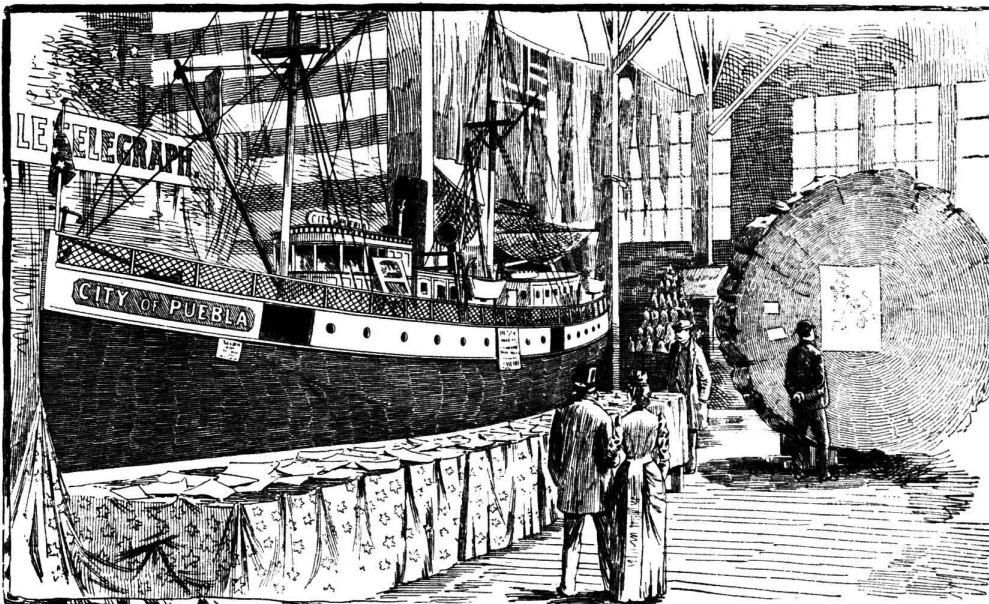
The Spokane exposition is well supplied with music. The Royal Hungarian orchestra, of New York, embracing ten string and reed pieces, occupies the art gallery, which is a spacious apartment with seating accommodations for several hundred in addition to an abundance of room for dancing. This suits the young people immensely. Then a consolidated band is made up from the military bands of Fort Sherman and Fort Spokane. These thirty musicians have a stage in the main hall, and render select programmes both afternoon and evening. Between the numbers by the consolidated band, the orchestra does its part. The music hall and adjoining galleries will seat comfortably 4,000 people.

One might with reason expect to find in an exposition of this magnitude, conceived and consummated in less than six months, many things that would speak of hurried work and general incompleteness. The undertaking was a vast one and there is probably no record of a similar achievement in so short a time and under like conditions. And the visitor can not but be surprised at the completeness of all the arrangements and the substantial character of every thing about the building. The idea of permanence is expressed in every detail. The best materials entered into its construction, and every accommodation, such as water, light, etc., is as good as in the best business blocks in the city. As an indication of its strength, the lowest floor will sustain a weight of 3,000 pounds and the one next above 2,000 pounds to the square foot. No part of the building has been built merely for the season's exposition, to be torn away when this shall have ended. Such matters as the exterior painting are yet in progress, but everything affecting the utility of the building is finished and in such a manner as to make it continuously and permanently serviceable.

It was understood from the beginning that many features of the exposition should be permanent. The mineral and grain exhibits were to be among these and have been provided for where doubting Thomases may repair at any time to behold with their own eyes wheat or oats on stalks six or seven feet tall, and try the quality of the duly attested phenomenal yields, and where they may see the ores of all kinds and degrees of richness from all points of the compass. In carrying out the design in this particular the Spokane exposition will be a source of a vast amount of practical information for the on coming thousands from the east. But a new use was recently suggested for the machinery hall, and the suggestion is likely to be carried into effect. It is that the hall be made a nursery of manufacturing—where experimental manufacturing may be carried on by those interested in the results to be obtained. Spokane Falls is so young and the country around it so new that capitalists are sometimes reluctant to put money into manufacturing there because they do not see ocular proof that their special line will be a success. To furnish power and room for machinery where the results in any given branch of factory work may be actually wrought will serve a very important purpose, and it is in a direct line with the object in view in establishing the exposition, though a step in advance of the original design.



PORTION OF AGRICULTURAL DEPARTMENT.



THE PUGET SOUND EXHIBIT.

Mrs. M. A. Pittock, well known in Portland, has written a charming romance entitled "The God of Civilization," with the scene laid in the Hawaiian islands, where she spent a year preparing the material. She has been contributing many interesting articles about that island country to the eastern press.

OUR STARRY FLAG.

The *lily* may fade and the stalk decay,
The *rose* from its stem may sever;
The *thistle* and *shamrock* may pass away,
But the *stars* shine on forever.

EMILY A. KELLOGG, in *West Shore*.

A WORD IN ANSWER FOR THE SHAMROCK.

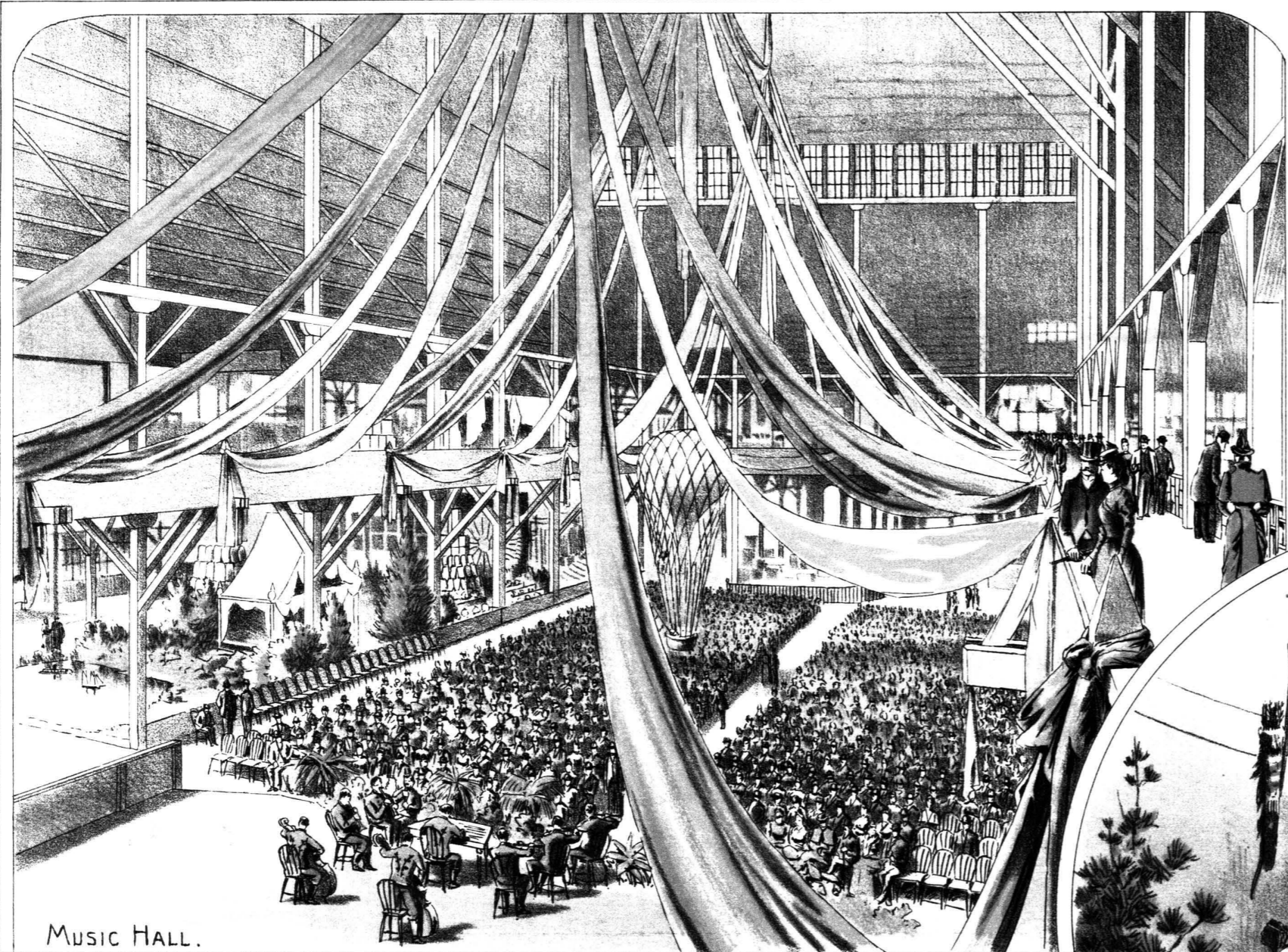
'Tis certain the *lily* and *rose* will die,
That the *thistle* will perish is likewise sure;
And 'tis true that the *stars* will shine on high
As long as the heavens and earth endure.
But, beneath the pall of the winter's snow,
Or the genial rays of the sun god's smile,
The *shamrock*, too, will forever grow,
Verdant and fresh, in its native isle.

J. T. DILLON.

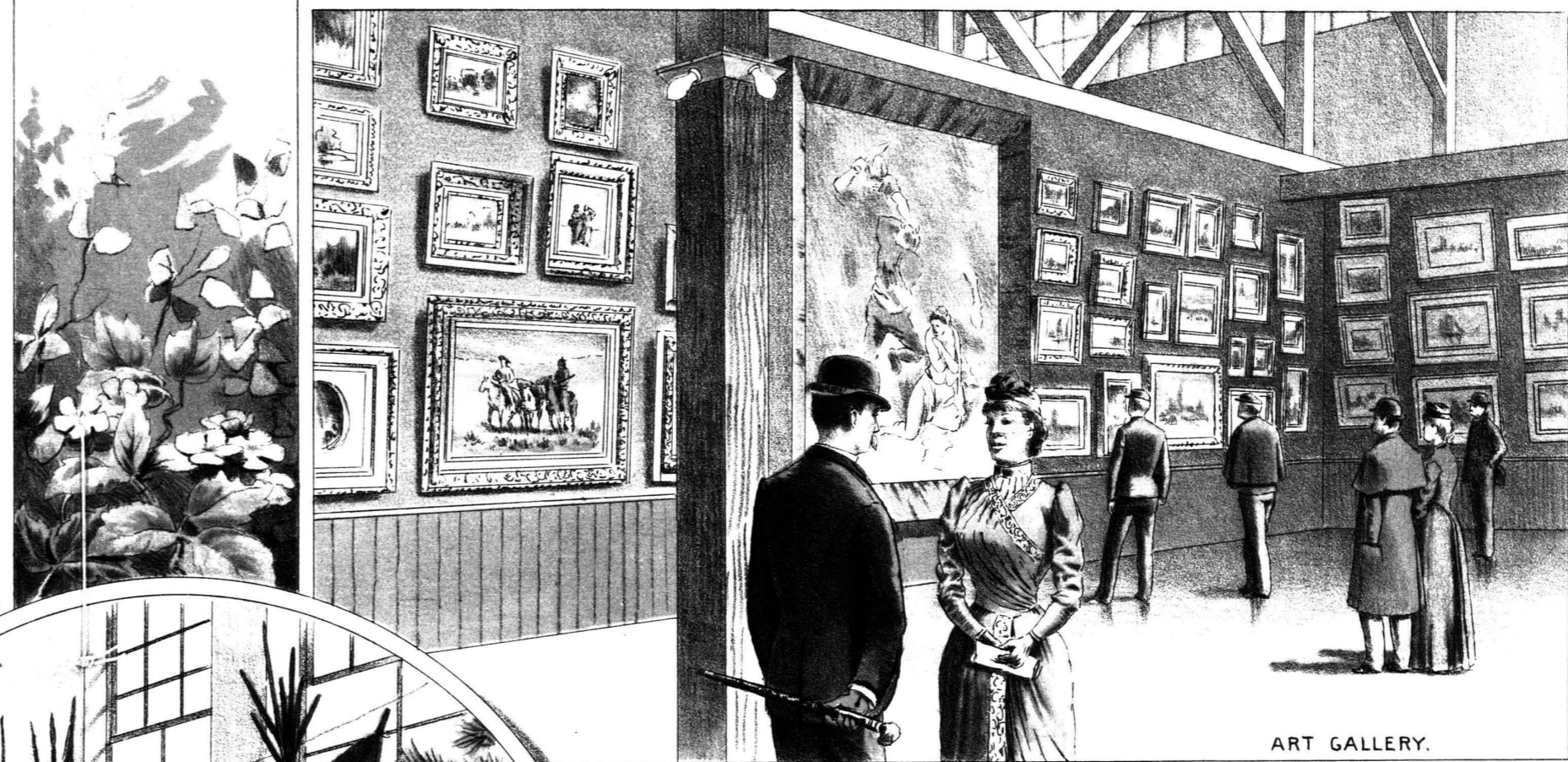
The Columbia River Railway & Navigation Co., formerly the Farmers' Railway, Navigation & Steamboat Co., has filed articles of incorporation in Washington, with a capital stock of \$2,000,000. The purpose is to build a railroad from the mouth of the Columbia river, along the north side to the mouth of the Yakima river, some distance above Pasco; thence to the mouth of the Okanogan river, in the northern part of Douglas county; to build a portage railroad from the Columbia river, near the mouth of the Klickitat river, to a point near Columbus, Klickitat county, and to operate steamboats and other craft on the Columbia and Willamette rivers. Considerable work has already been done on the portage road, and steps are being taken for the establishment of the line of steamers to Portland in the near future.

Considerable discussion has been caused in mining circles during the past week by the reported sale, or rather option for the purchase, of the great Granite Mountain mining company's properties located in the southeastern part of Deer Lodge county, Montana. The consideration is said to be \$30,000,000, or an average of \$75 per share for the entire number of shares of stock. The bond is said to run for ninety days and ninety per cent. of the stock is to be turned over to the syndicate which is composed of English capitalists. The Granite Mountain is at present the largest silver producing property in the world, and pays larger dividends than any other mines now being operated. There is scarcely a probability of the deal being consummated as stockholders are generally loth to part with such splendid property, and to secure ninety per cent. of the stock for transfer will be no small undertaking. It is to be hoped the mines will still be owned and operated by Americans, and the proceeds applied to building up our own country. If it is worth such an enormous sum to English capitalists it is surely worth more to Americans.

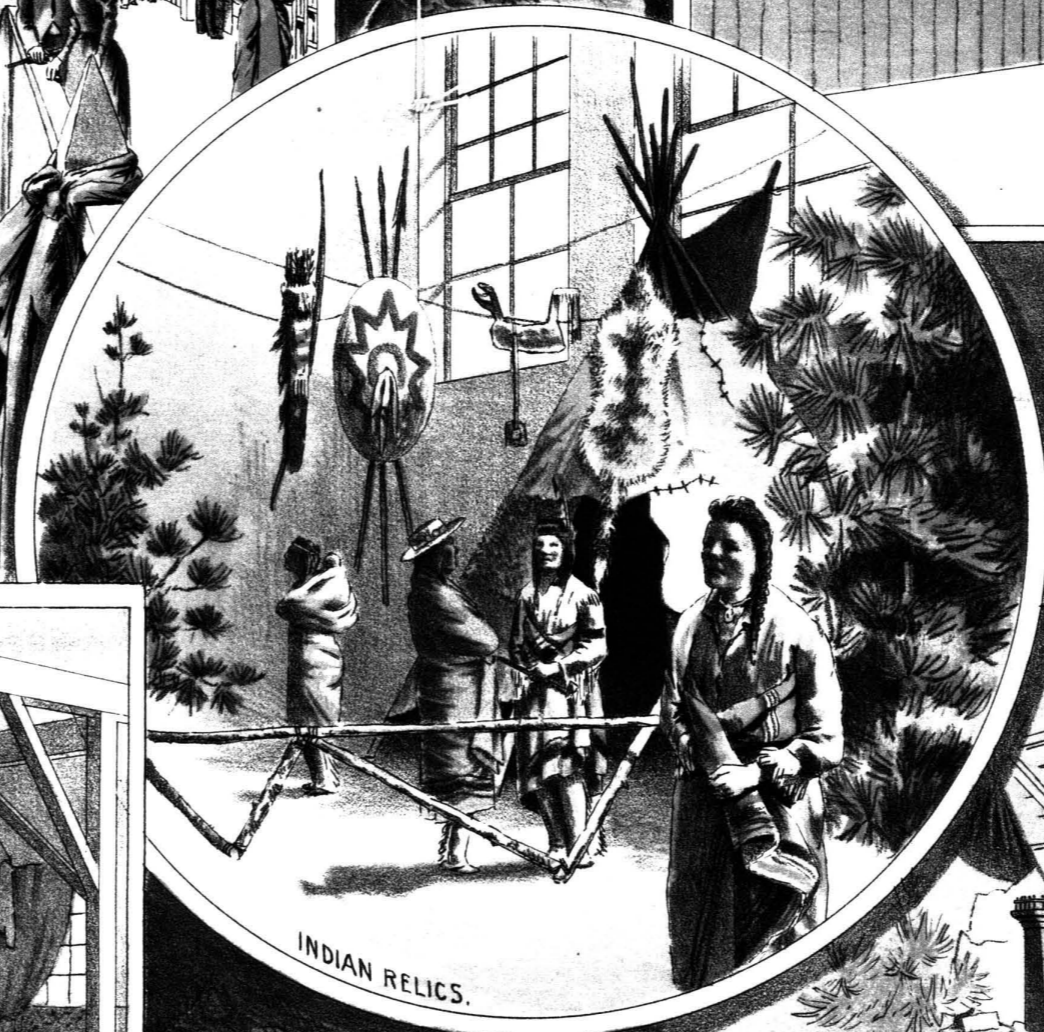
West Shore



MUSIC HALL.



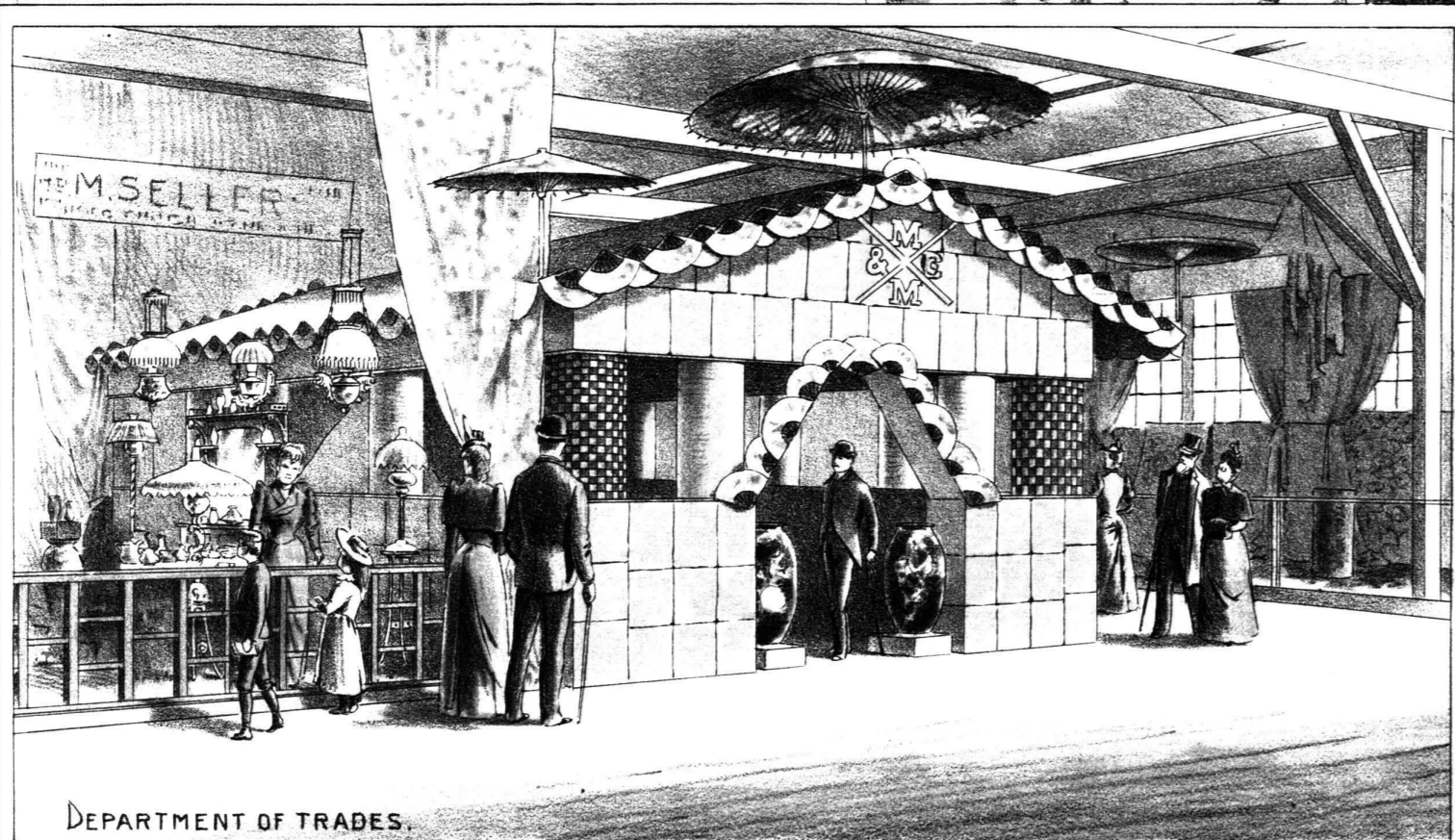
ART GALLERY.



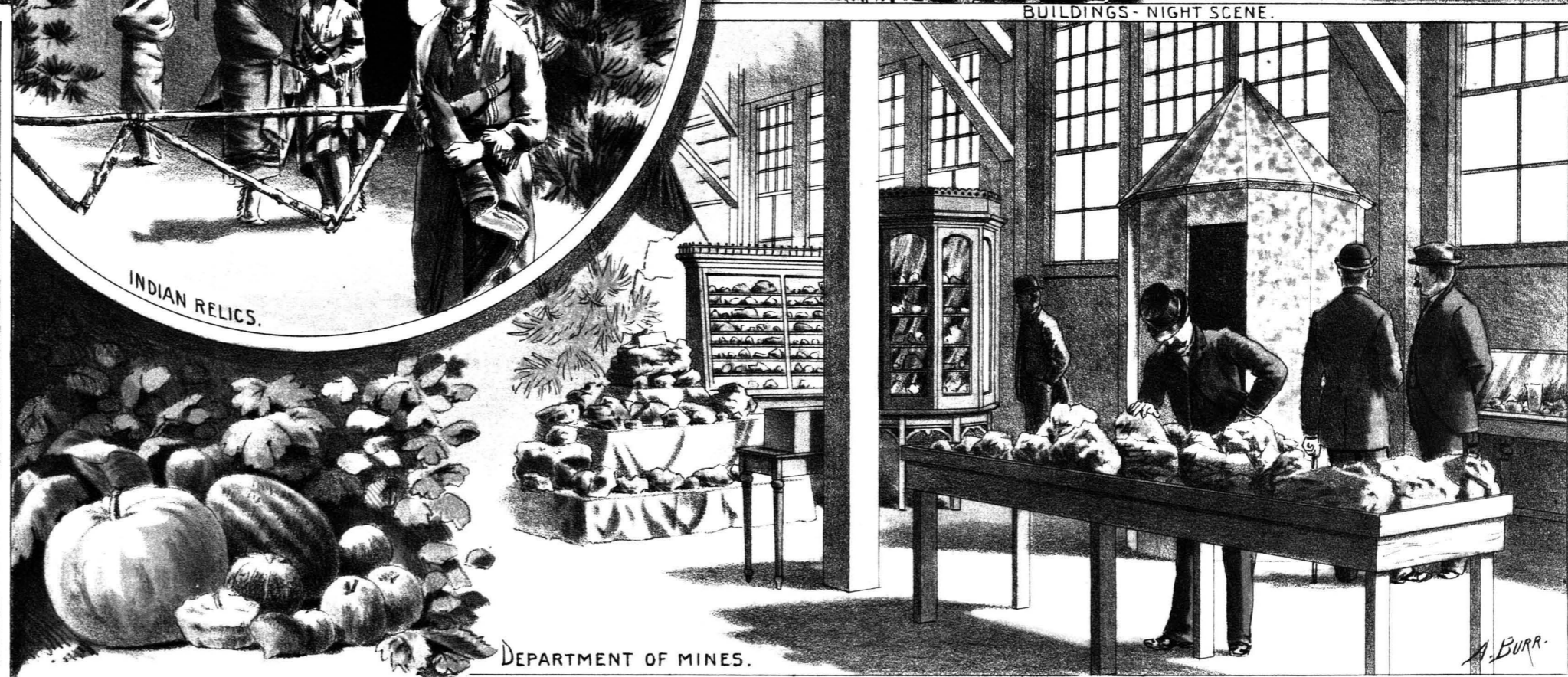
INDIAN RELICS.



BUILDINGS - NIGHT SCENE.



DEPARTMENT OF TRADES.



DEPARTMENT OF MINES.



THE FAR WEST

UNION PACIFIC RAILROAD WORK.

Very few people have any idea of the magnitude of the new steel bridge now being built across the Columbia river by the Union Pacific railroad company. It will be constructed entirely of steel and will be 6,000 feet from end to end. It will be made wide enough to admit of double track being laid and will be a two-story structure similar to the one across the Willamette at Portland, the upper part being used for pedestrians, horses and motor lines. The bridge will be built ten feet above the highest water ever recorded in the river, and will be forty feet above low water mark. The draw span will be over 400 feet in length, the opening on either side of the pivotal pier being 200 feet in the clear, which will admit of vessels of any size or almost any kind of tow being taken through with ample room to spare. The nature of the bed of the river at the point of crossing is such that it is necessary to go down eighty feet below low water mark to secure a foundation for the piers. A stratum of coarse gravel is found at that depth which is similar to the formation upon which the foundations of the great bridges over the Missouri river are built. This immense structure will not be completed before 1892, and will cost, when ready for trains to cross, over \$1,000,000. The company is also pushing work on the extension of the road from Portland to Puget sound. Over 3,500 men are now employed in the work, and others are being employed as fast as they can be secured. Up to the present time about one-fourth of the grading has been completed. An immense cut will be made near Olympia which will involve the removal of about 200,000 cubic yards of dirt, the contract for which has been let. The cut will be 225 feet wide at the top and 110 feet in depth; the dirt taken out will be used at other points along the line where fills are required. Improvements are being made along the main line of the road by replacing the rails now in use by others weighing seventy-five pounds to the yard, an increase of fifteen pounds. The general betterment of the line is also being accomplished by introducing about 500 more ties to the mile than are ordinarily used. This work involves the outlay of enormous sums of money, but being in the nature of permanent improvement is considered cheaper in the long run. When completed the roadbed will not be surpassed by any in the country. A shortage in rolling stock has existed for some time, to such an extent that shippers have suffered considerable loss on account of not being able to fill orders. This has been particularly true of the lumber business. While the Union Pacific has placed orders this year for cars and locomotives which represent an expenditure of over \$3,000,000, the demands for equipments for other roads has been so urgent as to delay the delivery of cars and engines in sufficient numbers to keep pace with the wonderful increase in business offered. The wheat yield of Eastern Oregon and Washington has been so far in excess of what it was estimated to be that it has also contributed to the scarcity of rolling stock for other purposes. Trains are kept moving as rapidly as possible, however, and every effort is being made to relieve the stringency. Great as were the expectations of the managers of this line as to the capabilities of the northwest, its productions have far exceeded them, and inasmuch as the new life has only commenced to manifest itself it is hardly safe to hazard an opinion as to what it will be in the future.

MONTANA MINING CAMPS.

A trip from Great Falls to Neihart takes the traveler through one of the most picturesque sections of a country noted for its beautiful scenery. A branch of the Montana Central has been completed as far as Monarch, sixty-seven miles northeast of the falls. In reaching Monarch a portion of the Belt mountains has to be traversed, and the engineers, in selecting their route, seem to have been governed somewhat by an appreciation of the beautiful. After leaving Arlington the road runs parallel for a great distance with natural sluice boxes, which have been worn by the action of water to depths ranging from sixty to 100 feet. In some places these are not over three feet wide and within a couple of yards of the track, which, as it passes through the gorge, runs between abrupt and majestic bluffs, presenting a sight that no traveler can fail to appreciate. It is the intention of the managers of the Montana Central to extend this branch to the Neihart mining camp, a distance of about fifteen miles. A branch will also be built on the east side of Belt creek to Barker, another flourishing camp, and then on to Castle, thus opening up the best portions of this rich mining district. The trip from Monarch to Neihart, which must be made in a buggy, is a constant surprise to the traveler. Majestic bluffs follow each other

in rapid succession, separating fertile and beautiful valleys, and the road follows the course of Belt creek all the way. The valley for the entire distance is narrow, and Neihart is built on the slope of two different mountains, on opposite sides of the creek. A number of rich mines have been opened there and only await the coming of the railroad, which, it is said, will be completed to that point by the first of the year, to be worked to their fullest capacity. The ore lies in a granite formation, and will assay all the way from \$80 to \$800 per ton. Among the most promising of the mines are the Monarch, the Homestake, Queen of the Hills, O'Brien, London, Belt, Florence, Evening and Morning Star, and many others, all of which are within a short distance of the town, and all are pronounced by experts to be great paying properties. These mines will make this camp one of the richest in the state. A number of hotels and lodging houses have been erected during the past few months. Barker and Snow creek camps are also very promising mining points, and the same circumstances govern there as at Neihart. At Snow creek, the I. X. L., Eureka, Ripple, Cornucopia and Benton are the leading mines in point of development and favorable prospects. At Barker, the Belt mining company has made a very promising strike in the Daisy mine, where two and a-half feet of rich galena ore, bearing considerable silver, was struck at a depth of twenty feet.—*Butte Miner.*

What an object lesson is presented to the citizens of Oregon and Washington in the fact that through all the railroad and bridge building at present being prosecuted in the two states, save the timber, all the materials entering into their construction are manufactured in the east and foreign countries. Within ten miles of Portland are mountains of iron capable of supplying an unlimited quantity of steel for railroad and bridge work, yet it is left where nature stored it on account of lack of means for manufacturing it into the hundreds of thousands of tons of those materials being used here at the present time. Water and gas works are being constructed in all the leading cities of the coast, and the larger percentage of the iron pipe used is made either in St. Louis or at the tube works at McKeesport, Pennsylvania. All the necessary raw material is here in abundance and is more easily secured than at any other place in the country, and yet we pay the manufacturers in the east a profit on their output and pay freight charges for its delivery at places where it is to be used. Hundreds of thousands of dollars are annually sent out of the northwest in this way, which, were they applied to the building up of enterprises at home would return the difference between the cost of production here and the price paid abroad many fold in the increase in general prosperity resulting from the carrying on of such enterprises in our midst. What is true of Portland in this regard is also true of Seattle and Tacoma. Immense foundries and rolling mills should be established in all these places, and being established should be given the preference by individuals and corporations having occasion to use articles of their production, even though it be at an advanced price. Then, too, the manufacturer should be considerate in his demands. That it costs more to produce an article on this coast than it does in the east there is no denying, but the manufacturer here is protected by the tariff exacted by railway companies in the shape of transportation charges, which represents a considerable advantage. It is only when his demands of profit exceed the percentage of cost of production and delivery by the eastern producer that the coast manufacturer loses his orders to his eastern and foreign competitors, and if a mutual agreement could be reached by consumer and manufacturer many new industries which are sadly needed could be made to thrive in this section and furnish employment to thousands of men who would gladly take up their homes in the northwest if they could be supplied with work at their trades. What is true of the iron industry is true of nearly all others, and it is to be hoped some measures will be adopted which will accomplish this purpose.

The Yellowstone Steamboat Co. has secured from the government a valuable franchise in Yellowstone park, by the terms of which ten acres of land on the shore of Yellowstone lake are granted to the steamboat company free of rental for a period of ten years. Upon the land thus granted the company proposes to erect docks, piers, boat and storehouses. Two acres are at the north end of the lake near the new hotel site, one acre at the south or extreme end of one of the fingers, and the remaining seven acres are on the east shore of the island. The company already has a steamer on the lake for the benefit of the public. It was also determined that the company's schedule of rates should be submitted to the secretary of the interior, and that under no circumstances should more than \$5 for the round trip, occupying the entire day, be permitted to be charged. Accommodations are to be provided for 100 passengers, and the distance to be covered in a trip by the company's steamer is about 150 miles. A clause was inserted in the lease making it unlawful to sell, give away, use or drink intoxicating liquors on the boat, or upon any of the property of the United States ceded to the steamboat company.

COLUMBIA RIVER SALMON IN THE EAST.

The royal Chinook salmon, which is esteemed so highly as a food fish in Oregon and Washington, has of late been shipped in considerable quantities to Chicago and other eastern cities, where it has also been accorded a flattering reception. The main, and in fact the only, difficulty in the way of its general use in the eastern markets is the high price at which it must be sold. By the time a salmon is placed in the market stall for sale the price has reached a point about ten times the amount of the original investment. This is caused by heavy express charges and the expense of packing and handling in quantities of less than carload lots. A number of Chicago fish dealers were visiting Oregon and Washington recently looking into the salmon business, and the probabilities are that Chicagoans will soon be enabled to get the royal Chinook from the markets of their city at as reasonable figures as they can now procure the fish from the great lakes. In an interview on the subject, one of the dealers said: "Anybody who so far has ordered salmon from Portland, Tacoma, or Seattle has had to pay \$8.50 in express charges for every 100 pounds of fish. Bought of the fisherman, the price was from three to four cents a pound, so that the cost of transportation from Puget sound or the Columbia river to the point of consumption alone amounted to almost three times the original price of the fish. Add to this two or three cents a pound profit that was made by middlemen in handling the fish and it will be seen that the salmon had cost the dealer fifteen cents a pound when laid down here in Chicago, of which eleven or twelve cents were outside of the price of the fish in the first place. Add to this fifteen cents of expenditure for the ice for preserving it, the risk taken and the ordinary profit necessary for the retail dealer in conducting a successful business, and it will be readily understood why it is that the salmon has hitherto not been sold for less than twenty-five cents a pound. During my recent tour of investigation along the coast of Oregon and Washington, where the salmon is caught in enormous quantities—thousands and thousands of tons, in fact—I became convinced it was quite feasible to change all this. My plan is to buy direct from the fisherman, and ship the fish here in carload lots—by refrigerator cars, of course. Thus I will do away with middlemen's profits for one thing; but the largest saving effected will be by the greatly reduced cost of transportation, for on that item alone I shall save about \$6 for every 100 pounds of fish. These refrigerator cars will bring the fish here just as quickly as it has ever been brought, for the cars will be attached to the express trains and brought right through. The difficulty, of course, is getting carloads together." Heretofore the greater part of the expense of shipping salmon has been caused by the large amount of ice necessary for preserving the fish on its long journey, the ice weighing as much, or more, than the fish itself. Usually the shipment has to be re-packed before reaching its destination, which causes an additional charge by the transportation companies. By the use of refrigerator cars and the shipment of large quantities at one time the same amount of ice required for a single 100 pound box when shipped alone will serve to preserve a much larger quantity of fish, and the rates of transportation will be changed from express to freight charges, which will also make a very considerable difference. Should arrangements be made for carrying out the project of large shipments, there is no doubt but a lively demand will be created for this choice article of food. The season for the genuine Chinook has now closed, and in its stead the silver side salmon is being shipped. This fish is not so desirable as the royal Chinook, though it is perfectly healthful and a good table fish. Many complaints have been made recently by eastern parties that they have been imposed upon by some unscrupulous shippers, in that they have had an inferior article palmed off on them as the genuine Chinook salmon. This is much to be regretted, as the fame of the fish has traversed the entire globe, and any deception practiced by shippers can only result in curtailing or destroying what might otherwise grow into a business of immense proportions. The dog salmon, which it is claimed has been substituted for the Chinook, is a fish utterly worthless for any purpose, and is dangerous to the health of any person using it. Immense numbers of this kind of fish line the banks of the tributaries of the Columbia at this time of year, where they have been thrown by the action of the water after having exhausted their vitality, lost their color, become covered with sores, and are only waiting for death to end their miserable existence. The flesh of this fish is soft and flabby, tasteless, and of a pale pink color, while the genuine Chinook in its season is a deep, bright reddish color, and its flesh is firm, oily and rich. Persons who have never seen or used the genuine article and know nothing of the fish seasons are easily imposed upon, and as the dog salmon does not meet their expectations in any particular they become prejudiced against the entire salmon family. From a business point of view alone this practice is reprehensible, and unless it is stopped some action will necessarily need to be taken by the legislatures of the two states to prevent it. The salmon industry is one of the largest and most important in the northwest, and the fact of the product being superior to any other has established its reputation throughout the world; and it is certainly a very short-sighted policy for anyone dealing in salmon to send out these worthless fish disguised under the name of the royal Chinook, even though they do secure a few cents more profit on their shipments. Their gain is

only temporary, while the damage they do is lasting and tends to break up the business entirely.

The city council of Chehalis, Washington, is considering a proposition from a local company for supplying the city with water and electric light. The water company asks for a thirty-year franchise, and twenty years are asked for the light company.

The water supply is to be taken from the Newaukum river, mains to be laid through the most populous streets, with pipes leading therefrom to distribute the water through the entire settled portion of the city. Not less than twenty fire hydrants are to be furnished by the company, at a rental of \$100 each per annum for the first twenty and \$75 for each additional hydrant. The company agrees to furnish water free of charge for the use of the city hall, city fountains, city parks and squares, for hydrants for public drinking purposes, for public schools and for flushing sewers.

Electric light poles shall not be less than thirty feet high above the ground, and ten or more lights of not less than 2,000 candle power each are to be erected within three months, a rental of \$12 per month for each light to be paid. Incandescent electric lights are also to be furnished, and the company agrees to furnish gas within twelve months after a written demand being made for it by the council. With the introduction of these enterprises Chehalis can lay claim to being one of the foremost cities in the state.

The Fairhaven & Southern railroad, up the Skagit, has been graded five miles above Sedro, and the work of grading and tracking thirty miles more will begin soon. Three miles above Sedro the coal mine branch starts, and a large force has been at work on that for some time. Within the past few days 100 additional men have been placed on the work, and about 200 more are needed. This spur is about four miles in length, and will be completed in about fifty days so that trains may run over it, and then the product of the coal mines will begin to come out in vast quantities. This work and that of the thirty additional miles up the Skagit, with the building of the branch to Seattle, will employ several thousand men, and when the connection with the Canadian Pacific at New Westminster is completed, which will be within a few weeks, there will be lively times in and about Fairhaven.

It is estimated that the total output of logs on the Elokom river, in Wahkiakum county, Washington, this season, will amount to about 15,000,000 feet. The timber is of excellent quality, a large proportion of the lumber being clear and free from knots. There are five logging camps on the creek employing about eighty men and sixty-six cattle. The capital invested in the business is over \$40,000. This has been an exceptionally good season for logging. From the first of July up to the first of October, work has progressed almost uninterruptedly. Logs are in steady demand at from \$5 to \$6 per thousand feet, Portland and Astoria mills taking the bulk of them.

The prospects of the Seattle, Lake Shore & Eastern railroad being completed into Anacortes within the next month are very flattering. The work is being pushed as rapidly as the labor at command will permit, and should the rails arrive from the east on time the road will undoubtedly reach its terminus in November. The superintendent of the line has issued invitations to railroad officials and prominent capitalists to accompany him on the first train running from Seattle to Anacortes, and the chamber of commerce of the latter place proposes to make the day memorable in the history of the town by celebrating the event in splendid style.

The largest shipment of bridge timber ever sent out of the state of Washington by rail was recently shipped over the Northern Pacific railroad by the St. Paul & Tacoma Lumber Company to the Keokuk & Hamilton Bridge Company, of Keokuk, Iowa. The shipment consisted of between 175,000 and 200,000 feet of timber and filled twenty cars. The timbers were of unusual length, two cars being required for their proper storage.

Work has been commenced on grading the site for a large foundry and machine shop at Fairhaven, Washington. The works will occupy an entire block of ground, and will be capable of turning out all classes of work. Tacoma parties are inaugurating the enterprise.

Polk county, Oregon, will pay taxes for 1890 on property valued at \$2,832,980. Indebtedness and exemptions foot up \$1,505,800.

Steps are being taken in Yamhill county for the purchase and maintenance of a county poor farm.

The *Daily Capital* is the name of a new paper which made its appearance at Olympia, Washington, on the 13th inst.

The state of Washington has forty-four national banks, whose aggregate capital is \$4,350,000. Six of that number are capitalized at \$150,000 or over.

The First Bank of Orting has been incorporated at Orting, Washington, and will soon commence business. Local and Tacoma capitalists are the proprietors of the enterprise.

After deducting for indebtedness and exemptions the sum of \$2,537,712 from the gross value of all property in Linn county, Oregon, the assessor returns \$6,490,999 subject to taxation.

A large three-story brick building is to be erected in Puyallup, Washington. The lower story will be occupied by stores and the upper part will be used for hotel purposes. It will be the largest and the finest building in the town when completed.

Discoveries of rich deposits of copper are reported from Josephine county, in Southern Oregon. About 2,000 tons have been taken out which will be shipped to San Francisco for treatment. The mines are quite a distance from the railroad, but the prospects are said to be sufficient to warrant the building of a branch line to them from some point on the Southern Pacific.

A gentleman living near Lynden, Washington, had twenty acres in hops this season, and has sold the product of the field for \$15,000 cash. He says the expense of cultivation, gathering and curing will not exceed \$2,000, leaving a profit of \$13,000. Is there a grain farmer in the west, or a raiser of any kind of produce in the east, who can show a net profit of \$650 an acre for twenty acres, or any number of acres, as a result of his summer's work?

Articles incorporating the Astoria Electric Power & Transit Co., were filed last week, the capital stock being \$150,000. The main object of the company is to build a line of electric street railroad in the city of Astoria, beginning at the intersection of Sixth street and Cushing's court, running south to the Walluski river. Another line of the system is to be built from Twelfth and Main streets to Smith's point. The company is also intending to supply light and heat to parties desiring such service. The duration of the incorporation is perpetual.

Practical miners have been prospecting on the headwaters of the Calipooia river, in Douglas county, and the assays of ores show them to be remarkably rich in gold. A great many claims have been located, and it is quite probable that extensive mining operations will be in progress in that section before a great while. Many of the miners are of the opinion that when development work has proceeded far enough the richest gold diggings in the world will be disclosed there. This section has been almost entirely overlooked thus far, and it is gratifying to note the fact that attention is now being drawn to it.

In addition to many other enterprises recently inaugurated by the wide awake citizens of Gervais, Or., for the improvement of their town, they are now organizing a bank for the accommodation of the business men. A two-story brick building will be erected at a cost of about \$6,000, which will be used for offices and a permanent location for the bank. This work will be done early next summer, though the bank will begin business in temporary quarters immediately. An effort is also being made to organize a company with a capital of \$10,000 or \$15,000 for the purpose of erecting and operating a large roller flouring mill. This enterprise would certainly prove remunerative and would be a great benefit to the town.

From the return of the state board of equalization of Washington for the year 1890, the six leading counties as to value of taxable property are as follows: King, \$40,415,935; Pierce, \$27,912,945; Spokane, \$22,799,180; Whatcom, \$14,010,080; Whitman, \$10,045,721; Chehalis, \$6,200,519. These figures speak more eloquently than could volumes of statistics of the remarkable growth in wealth of the new state, and are reminders to some of the older and more pretentious commonwealths on the coast that they will have to look well to their interests if they do not wish to be outstripped in the race for supremacy. The growth of Washington stands without a parallel

in the history of the United States, the above figures being but an index of the entire state.

From the report of the commissioner of the general land office it is learned that the business transacted in the land offices of Oregon was as follows for the year past:

	ENTRIES.	ACRES	SOLD FOR
Burns.....	595	48,771	\$ 31,318
Lakeview.....	681	63,927	43,077
La Grande.....	1,613	102,981	77,956
Oregon City.....	4,090	292,242	415,946
Roseburg.....	2,674	200,444	189,541
The Dalles.....	681	56,957	38,065
Total for state.....	10,334	763,322	\$776,903

A company was organized in Portland last week for the purpose of erecting a factory and manufacturing stoneware pottery. Ground has been purchased in the northern part of the city, and a building 35x100 feet in size and two stories in height will be erected and work will begin as soon as the necessary machinery and fixtures can be made ready. A large kiln will also be built at the same time work is progressing on the factory. A tract of land has been purchased near Buena Vista, in Polk county, on which is a large deposit of pottery clay, and which is capable of making as fine ware as can be produced anywhere. The company will manufacture crocks, jars, flower pots, etc., and will start the works with a capacity of about 20,000 gallons per day. This is the second institution of the kind in Portland.

In his report to the stockholders of the Astoria & South Coast Railway Co., the president of the company has the following to say of the coal deposits on the Nehalem:

Last year the Nehalem coal veins were only partially investigated; since then we have made repeated careful examinations and developments which have proved that these deposits are more valuable than we anticipated, and contain about 7,000 acres with six different veins, one of which averages nine feet through, and pronounced by experts, and an analysis, equally as good as the Roslyn coal of the state of Washington. These investigations have satisfied us beyond question that the coal mines will yield an immense traffic in supplying the domestic markets in this state, and especially in exporting to San Francisco via Astoria.

The Oregonian Railway Co. has contracted with the Pacific Bridge Co. for the erection of a bridge over the McKenzie river, two miles south of Coburg, the present terminus of the company's line of road. The bridge is to be a wooden structure and will be the longest in that section of the country, having a center span of 250 feet and a sixty-foot span at each end. The piers are to be of concrete built upon a foundation of piles driven in the bed of the river and sawed off below the water line. The work is to be completed in ninety days from date of contract. Work on the grading for the widening of the Oregonian railway is being pushed as rapidly as possible. Over 500 men are at work on the road between Coburg and Woodburn, widening cuts, fills, culverts, cattle guards, bridges, etc., preparatory to changing the road to standard gauge. The work of moving the tracks further apart will probably be undertaken within sixty days, and will be carried on along the whole line at one time.

In its advocacy of the establishing of a public library in Ellensburg, Oregon, the *Gold Beach Gazette* has the following to say: "It is somewhat curious to notice persons who oftentimes express a wish that the time would pass away more quickly, heedless of the fact that they are wishing away something, which, if they desired to purchase, and had the wealth of the whole country at their disposal, they could not buy. There is excuse, to a certain extent, for people in this part of the country to express a wish similar to the above, especially during the long winter, when it rains deluges, and the wind blows so tremendously as it does in this part of Oregon. The question naturally arises, what can be done to minimize this desire to kill time by a more profitable way than wishing and whittling—the latter occupation being a favorite one with some, even in the summer, though these cases are the exception rather than the rule. A circulating library in Ellensburg has been a long-felt want. Books of standard literature were never cheaper than at the present time. We think it is advisable that books of sterling value only be circulated—none of the blood and greased lightning type, but such as tend to elevate rather than degrade."

The vast forests of timber growing in the Cascade mountains have been the subject of many essays by writers on the resources of Oregon, but the absence of railroads in the sections where the finest of the commercial woods

are most abundant has retarded the growth of the lumbering industry in that region. These very necessary adjuncts of development are being supplied gradually, and with them this heretofore dormant resource is being made to yield up a portion of its wealth. One of the first lines to penetrate the fastnesses of the Cascade range is the Oregon Pacific road building eastward from Yaquina bay through the mountains and across Eastern Oregon to a connection with some transcontinental line. The lumber business being opened up by this road has already assumed important proportions, and promises next year to be materially increased. Several new saw mills have been built in that region this summer and others are in course of construction, as also a number of lumber chutes and log ways. The timber along the North Santiam is not surpassed by any on the coast. It consists principally of yellow fir with some white pine, hemlock, oak and maple. Long train loads of lumber are daily shipped from the various saw mills along the road to be distributed to various points in the Willamette valley and for export to California and other markets. This business will admit of almost unlimited expansion as the supply of timber is practically inexhaustible.

At present there is, perhaps no other avocation that attracts so much attention, and creates so much general interest as does the searching for the precious metals. Of course the principal interest rests with gold, and any direct and positive knowledge that helps in the finding of that metal is of great benefit and eagerly sought after. Most of the fundamental attributes of this are well understood, but a constant recurrence to those tests will often save disappointment to prospectors. *Science News* gives the well known tests with other information. It says that many cheap alloys of base metals can be made which very strongly resemble gold in color and luster; but, in the absence of a complete chemical test, the high specific gravity of gold (19.3) is the best test of its purity, though this has been ingeniously imitated by covering the heavy but cheaper metal, platinum, with a layer of gold. Iron pyrites and other yellowish minerals are constantly being mistaken for gold, by inexperienced persons, but a very simple test will show whether a doubtful specimen is really the true metal. Gold can be shaved with a knife, like a piece of wood or horn; while pyrites and other worthless minerals will crumble under the knife. Very few chemicals have any effect on gold. Selenic acid will dissolve it, but few chemists have ever seen this very rare substance. A mixture of nitric and hydro-chloric acids will dissolve it, as will, also, a solution of chlorine gas in water. Any of these chemical reductions, however, are very unstable and as the metal is never destroyed it is easily restored to its solid form. Pure gold is never changed by heating in the open air. The only absolutely safe way of determining the value of metal, however, is to submit it to a practical assayer, who is accustomed to such work, as many details are required to establish its identity which may not be carried out by the novice.

EXPOSITION ATTRACTIONS.

Let it be said to the credit of the city of Portland and her enterprising merchants, that our Industrial Exposition this season is unquestionably more complete and attractive than any similar undertaking on the coast. No pains or expense have been spared by the management or the exhibitors to make the exhibition a pronounced success.

The visitors to the exposition undoubtedly hardly realize how much labor and expense have been devoted to making the exhibits interesting and attractive. The goods displayed were, many of them, largely manufactured especially for the exposition, requiring months in their preparation, while much time was necessary to artistically and attractively arrange the displays; hence, it is undoubtedly due to Portland's enterprising merchants that visitors to the exposition should make more than a passing examination of the various displays; particularly is this true as regards the exhibits of Staver & Walker, the leading dealers in machinery and vehicles on the Pacific coast.

The carriage display of this company occupies the entire south end of machinery hall gallery, and is undoubtedly one of the most artistic and elaborate displays of the entire exposition. The decorations are particularly beautiful, the white and gold blending harmoniously, and, under the brilliant electric lights, setting forth to splendid advantage the stylish "Tandem" outfit and the elegant Coupes, Rockaways, Landaus, Victoria Phaetons, Extension Top Cabriolets and other finely-finished vehicles displayed therein; also the fine exhibit of the celebrated Tompkins & Mandeville harness, robes, whips and horse goods and carriage furnishings.

This exhibit of Staver & Walker is undoubtedly the most artistic and complete display of the kind ever seen in the west, and compares favorably with the elaborate displays in the large eastern cities. The exhibit, as a whole, is in keeping with the acknowledged reputation of Staver & Walker as leaders in fine carriages and harness on the Pacific coast.

Their machinery exhibit occupies the entire northeast corner of Machinery hall proper, and is replete with interesting features, prominent among which will be noticed a splendidly-finished Chandler & Taylor self-contained engine; Snell & Meharg vertical engine, Charles P. Willard & Co.'s marine engines, all in operation; also a Ross feed cutter, Perfection water elevator and purifying pump, Bucyrus brick and tile elevator, Raymond Perfection re-press, with some finely-finished specimens of ornamental tiling. A Pulsometer steam pump, discharging a large volume of water, attracts the attention of all passers by, and is a marvel of ingenuity and mechanical skill. They have, also, displayed a pyramid of the Menasha wood split pulleys, Chicago Rubber Works belting, American leather belting, Ohlen saws, and in fact, a large and varied line of the machinery, vehicles and supplies for which they are general northwestern agents, and which are in general use to-day throughout the entire northwest, being recognized as the standard of excellence wherever introduced.

All visitors to Portland will undoubtedly find it to their interest and advantage to call at the headquarters of Staver & Walker, at the New Market Block, where they will find displayed the most varied and complete stock of machinery and vehicles handled by any one house in the United States.

They carry everything required by the farmer, stockman, millman, and orchardist in the pursuit of his labors, and by the introduction of their improved machinery they have done as much as any other one factor for the development of the industrial resources of the northwest.

Much credit is due Staver & Walker for the completeness and attractiveness of their displays at the exposition, which clearly indicate that no labor or expense have been spared in their preparation, while the individual exhibits throughout the exposition indicate that Portland is a great jobbing center and that her merchants are public spirited and desirous of extending the trade and commerce of the city.

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 TIME TABLE—AUG., '90.
 PORTLAND.

ARRIVE		DEPART	
+ 6 38 a.m.	+ 1 45 p.m.	+ 7 25 a.m.	+ 3 40 p.m.
+ 8 40 "	+ 3 15 "	+ 9 20 "	+ 5 20 "
+ 10 40 "	+ 4 50 "	+ 11 00 "	+ 6 20 "
+ 11 45 "	+ 6 07 "	+ 12 30 p.m.	+ 8 35 "
	+ 7 45 "	+ 2 00 "	

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 Leaving Steamship Wharf, Portland, at 10 p. m., as follows:

State.....	Saturday	Oct. 4
Oregon.....	Wednesday	" 8
Columbia.....	Sunday	" 12
State.....	Thursday	" 16
Oregon.....	Monday	" 20
Columbia.....	Friday	" 24
State.....	Tuesday	" 28
Oregon.....	Saturday	Nov. 1

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

Oregon.....	Friday	Oct. 3
Columbia.....	Tuesday	" 7
State.....	Saturday	" 11
Oregon.....	Wednesday	" 15
Columbia.....	Sunday	" 19
State.....	Thursday	" 23
Oregon.....	Monday	" 27
Columbia.....	Friday	" 31

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UNCLE 'RASTUS—Yes, sah; I've done got religion, suah.

COL. HOOKS—No more chicken-stealing, eh?

UNCLE 'RASTUS—No, indeed, sah!
 COL. HOOKS—And no more playing policy?

UNCLE 'RASTUS—Well, sah, I buys de policy slips; but I makes 'em de subjec' ob a pow'ful deal ob pra'r, sah.—*Puck.*

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San Fran...9:00 p. m.	Portland...9:35 a. m.

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

Albany Local, Daily (Except Sunday)

LEAVE	ARRIVE
Portland...5:00 p. m.	Albany...9:00 p. m.
Albany...5:00 a. m.	Portland...9:00 a. m.

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Corvallis...12:55 p. m.	Portland...5:30 p. m.

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SHE (at 11:30)—It is very late. What if papa should wake up?

HE—Oh, he won't mind. He's been here himself.

SHE (anxiously)—And I'm afraid he'll be here pretty soon again. I think I hear him now.—*Yankee Blade.*

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

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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.

G. S. Meuborffer
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.
W. G. Dillingham, Secy.

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.

Exchange sold on London, Paris, Berlin, Frankfort and Hong Kong.

FIRST NATIONAL BANK
OF PORTLAND.

Designated Depository and Financial Agent of the United States.

President, - **HENRY FAILING.**
Vice President, **H. W. CORBETT.**
Cashier, - **G. E. WITHERINGTON.**
Assist. Cashier, **H. J. CORBETT.**

Letters of Credit issued available in Europe and the Eastern states.

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, Frankfort-on-the-Main, Hong Kong.

Collections made on favorable terms at all accessible points.

MEASURING BY THE EYE.

YOUNG LADY—I want a pair of shoes, large and comfortable. Two will do.

NEW BOY (glancing at her foot)—Mr. Leather, the lady wants two shoes, large and comfortable. Where's that box of sixes?—*Good News.*

A New York paper contains an article entitled "Why Cats are Thin." Joughnes says cats are thick enough around his place.—*Norristown Herald.*

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.

A TERRIBLE WARNING.

FIRST GAMBLER—I've just been readin' the life of Green, the converted gambler. I tell you that man's life is an awful warning to us.

SECOND GAMBLER—What happened him?

FIRST GAMBLER—After he quit cards he 'most starved.—*New York Weekly.*

MAGISTRATE—The charge against you sir, is assault and battery.

DENNIS—Thin yer hanner, ye have me mixed wid somewan else. Sure, Oi were arrested fur poundin' Dan Monihan on the hid wid a pavin' stone—*Peck's Sun.*

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

ALISKY'S,

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

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

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.

COMMERCIAL : NATIONAL : BANK,
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S. W. Cor. Second and Washington Sts.

A GENERAL BANKING BUSINESS TRANSACTED.

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

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

FAIRHAVEN!

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

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

RECORD OF HER FIRST YEAR'S GROWTH.

Population (June 1st, United States Census) 4,273, now over	6,000
Assessed Valuation of Taxable Property within City limits	\$7,530,000
Eight Miles of Streets Graded, Planked and Sidewalked	400,000
Great Northern Railway Shops and Terminal Works	250,000
Water Works, with capacity for 100,000 people	100,000
Four Lumber Mills, capacity every twenty-four hours 600,000 feet	300,000
Hotel Fairhaven, brick, stone and iron, five stories high	150,000
Four Churches and one School Building	50,000
Electric Light, Arc and Incandescent, best plant in the State	50,000
Gas Works, with capacity for 100,000 people	200,000
Four Banks, two National, capital	800,000
Twenty-four two and three-story brick business blocks	225,000
Three Ocean Docks	200,000
Scores of two and three-story frame business blocks, costing each \$5,000 to	15,000
Hundreds of Residences, costing each \$1,000 to	20,000

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

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

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

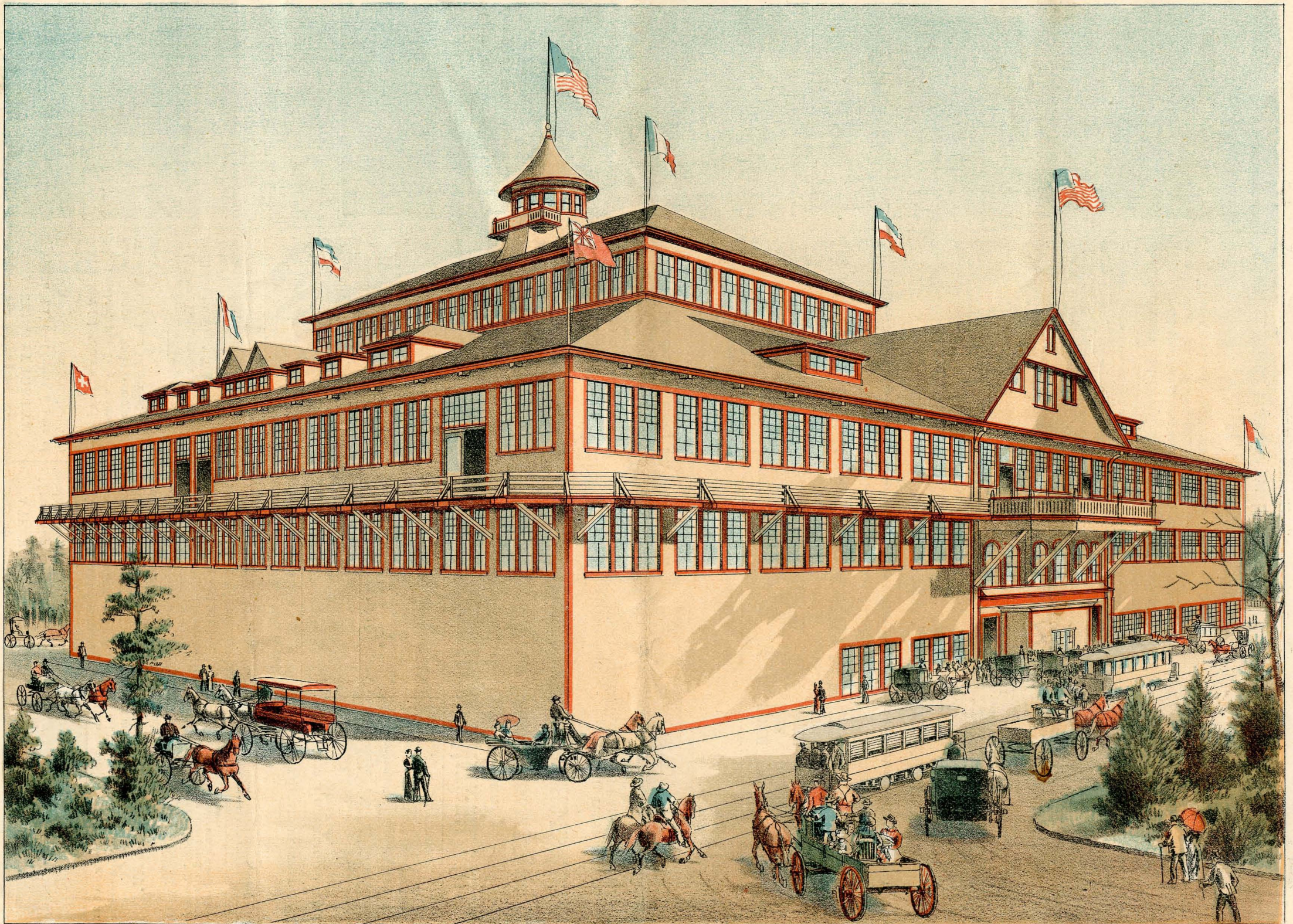
The Coal of Pennsylvania,

The Iron of Michigan,

The Timber of Wisconsin, and

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

West Shore



SPOKANE FALLS EXPOSITION—THE BUILDING.