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SIXTEENTH YEAR

PORTLAND, OREGON.
SPOKANE FALLS, WASH.

OCTOBER 4 1890

NUMBER 226

West Shore

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BRICK MAKING, NEAR PORTLAND, OREGON.

West Shore

PUBLISHED EVERY SATURDAY.

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

SATURDAY, OCTOBER 4, 1890.

Let us have an Oregon World's Fair convention.

Portland's census will not be given anti-fat at Washington.

Portland's great exposition is delighting and instructing thousands.

Never before has the adjournment of congress called from the people such a deluge of thanks.

Another commission for the selection of a naval station is now in the northwest. Portland should again show her qualifications.

The carpenter's union in Spokane Falls has been completely disrupted in consequence of its silly and utterly indefensible abandonment of work on the exposition building.

It takes such a wretched census as that given us by Porter and his narrow gauge clerks to make us fully realize the meaning of the phrase: "Countless thousands mourn."

An eastern editor speaks of the Yellowstone as "an obscure western stream." If he would get into it as Robert Ray Hamilton did the stream would not be the thing obscured.

It is stated that the census has been "admirably done," and as this comes from the highest authority—the census office itself—we are compelled to accept it, notwithstanding Oregon's twenty-five per cent. shortage.

Even in ancient times Nehemiah was regarded as a great prophet, but it was not until the year of grace 1890 that the full significance of the following was realized:

Now the city was large and great; but the people were few therein, and the houses were not builded.—*Neh. VII. 4.*

The trouble with the pictures of the "Grant monument as it will appear when completed," is that modern carriages, railroads and steamboats are shown, when only vehicles should appear that will be in use when it is "completed"—a century hence.

The census office admits that Portland's plumpness is not due to padding. This is equivalent to admitting that the leanness of the remainder of the state can not be charged to anything but artificial reduction by the census, and emphasizes our demand for a new count.

There is no politics in the movement for reform in the matter of taxation and assessment in Oregon. Progressive men of all parties see the necessity of it, and the worst thing that could happen would be for some over zealous individual to seek to give the movement a political complexion.

Already the Oregon State Board of Commerce has demonstrated the necessity for its existence. Its possibilities for good are unlimited; but it

should take hold of the World's Fair matter in a more practical manner than by passing resolutions, which is equivalent to passing the matter itself.

Those who favor the usury law would object to a similar limitation upon the price of wheat, and yet wheat is but one commodity while money is the representative of them all and the medium of exchange between them, and should be the freest of all from any restrictions upon its use.

The movement started in Walla Walla to have the Washington legislature create an "arbor day" is a commendable one. Such a day, properly observed, will, as the years go by, create a great change in the appearance of the treeless portion of the state, and, possibly, in its climate as well.

With both the *Charleston* and *San Francisco* cruising along our coast the people of the Pacific slope will breathe just a little easier when Blaine begins to feel his oats a trifle too much; but we will want half a dozen more of them before we can pat him on the back with any degree of enthusiasm.

There has been a great falling off in immigration of the desirable sort this year and a still greater increase of the undesirable. If no other cure can be found for this evil, immigration of all kinds should be stopped for at least a sufficiently long time for us to make good citizens of those we now have.

To show of what worthless stuff political platforms are made, a certain assemblage recently condemned in one breath the extravagance of congress and in the next demanded a large appropriation for the Columbia river, something we succeed in getting only when congress has its seven league boots on.

The more the Barrundia matter is investigated the less lurid is the glare of Minister Mizner's fame. Holding an office because of a political pull, he has brought disgrace upon his country by his officiousness and poltroonery, and he should be promptly replaced by a man who will better uphold the honor and dignity of his country.

Germany and England are taking possession of Africa in the name of civilization, and are fostering the slave trade in the name of trade. Germany has just officially given the traffic its protection in Zanzibar and England is accused of winking at it among the English traders in her dominions, notwithstanding the pretentious efforts she has made in the past to stop the traffic.

New York is going to build the Grant monument on the installment plan. The money on hand will be spent in building a quarter of it, and then a subscription list will be sent "thundering down the ages" for the other three quarters. Grant's great words, "Let us have peace" have been taken literally by the poverty oppressed residents of Gotham, and they are going to give it—a piece of a monument.

The small bore clerks at the census office have asserted their brief authority, and Oregon must suffer. But she is not alone in this, as it is only too evident that the entire census is unreliable and valueless. Bad as Oregon's census is, the clerks may speak truly when they say it is "as good as the rest," thus discrediting the entire census. Porter's effort to hunt elephants with pop guns has produced the inevitable result.

English papers affect to believe that politics are very corrupt in America and frequently allude to the subject slurringly and contemptuously. Yet it is true that never in this country has a political party so corruptly used the power of the government in all its branches, including the civil and criminal courts, to achieve political ends, as is constantly being witnessed in England; and especially repulsive to our American sense of honor have been the prosecutions before conscienceless judges and packed juries of Parnell and his associate workers for home rule in Ireland.

In their outrage of the very essence of liberty in the Barry case, Judge Lawler, of San Francisco, and the judges of the California supreme court, have more than earned all the contempt they claimed Barry to have been guilty of. If the principle is to be established in this country, or if, having been established, it is to be maintained, that, no matter how corrupt a judge may be, an individual can not call attention to that corruption without subjecting himself to summary punishment at the hands of the corrupt judge himself, then it is time the voice of a liberty-loving people be raised in indignant protests, and their votes be so cast that such an outrageous principle shall utterly disappear, and with it the corrupt and despotic judges that find in it their refuge and their strength.

What a beautiful picture our state commissioners would present in 1893 if their ideas of the nature of Oregon's exhibit should be carried out! With prophetic eye the artist has pierced the dark veil of the future and photographed it for our delectation. Long trains of cars bearing their burdens of the products of nature, art and science from our sister states, are rolling toward the mammoth buildings of the world's fair, while Oregon's commissioners, Wilkins and Klippel, are trudging along on foot, each supporting the end of a pole from which depends the exhibit they have collected. With special pride and solicitation for its welfare, Wilkins grasps in his hand a wisp of Lane county wheat, while Klippel's good right hand clutches the nub of a Southern Oregon pumpkin. An air of self satisfaction and confidence is observable in every feature and movement. They are on the highway to conquest, and if their wheat and pumpkin do not take the first premium they will inquire the reason why.

Seriously, the whole idea of selecting for commissioners men who have not the faintest conception of what they are about to undertake is too absurd for endurance. Had the governor of Oregon any idea himself on the subject, did he realize the great importance of it to the welfare of Oregon, he would have made more fitting appointments. If he could be convinced that a proper display at Chicago would increase the business of his saw mill, then something might be hoped for from him; but he is a man who thinks Oregon has enough people now, and that it is a waste of the state's money to spend it in advertising. Let people find out about Oregon for themselves—he did. Let them walk—he did. This is about the nature of his mental process; otherwise he would not discourage efforts to secure immigration as he has consistently done, nor appoint such incompetents to represent the state in such an important matter. California is represented by the enterprising proprietor of the greatest newspaper on the Pacific coast and by the president of a bank, both men of national reputation, while Oregon goes to the forks of the Willamette for its chief representative, who, after visiting Chicago, seeing the vast preparations being made, associating with the representative men of every state in the union and hearing the magnitude and nature of the exposition discussed, comes back to Oregon with his eyes fairly bulging out of their sockets, and says that we ought to spend \$20,000. It is simply pitiful.

There is no reason why the Oregon exhibit should be committed to the hands of these gentlemen. They have been appointed by the governor, in pursuance of an act of congress, as the representatives of this state on the board of management of the fair. Let them attend to that alone. It is more than they can do. To be sure, it is a pity that some of the many able men of the state whose ability, enterprise and personality would have reflected credit upon us among that gathering of representative men, were not selected. We can endure that evil; let it be so; but we can not survive the fatal error of committing the state's interests to their charge. Nor is it necessary. The people of Oregon can select their own representatives in this matter, but they must do so at once. It must be done before the legislature meets if an adequate appropriation is to be secured, to be expended by the agency selected. Otherwise about \$5,000 will be appropriated for these commissioners to expend in taking to Chicago a few wisps of hay, half a dozen jars of wheat, a handful of wool and a peck of apples.

Here is the outline of a practical method of procedure. Let the state board of trade call a World's Fair convention, consisting of delegates from every county. Let that convention elect a certain number of its members to incorporate the Oregon's World's Fair Association, which shall have full charge of the state exhibit. Let this association adopt some practical method of raising sufficient funds for a display that will be of some credit and benefit to the state, not less than \$250,000, of which at least \$100,000 should be appropriated by the legislature. Let them select a broad gauge man as manager and a live executive committee to assist him, and then we will see something of which we may be proud and before which we will not hang our heads in shame when we visit Chicago. This is not a Portland matter, but one that vitally affects the whole state. The benefits will be reaped for years to come, and will accrue as much to one section of the state as the other. Let all loyal, live and intelligent Oregonians make this a personal matter, and then something will be done.

BRICK MAKING NEAR PORTLAND.

There are a dozen brick kilns in full operation in and about Portland, East Portland and Albina. Half of these are new ones started this season. The aggregate output of the yards this year will be not far from 40,000,000 bricks—about twice the product of any former year. Some 20,000,000 are required to supply the local market. Last year 8,000,000 bricks were shipped to Seattle, and this year about half as many were sent to the sound. The scene depicted on the first page of this paper is a very common one in the yards of this section. It is only within the past year that machinery has

been used to any extent in brick making here. Now two of the yards are turning out the finest pressed bricks, and these can be produced here at about half the expense of importing from the east. Now that these bricks are manufactured at home and can be had at reasonable cost, there is a decided tendency to omit the cement that covers most of the business buildings of Portland and to give greater variety to the architectural features of the city. Eastern brick makers use clay and sand in the proper proportions for the quality of product they desire to turn out. Here the surface soil is used without the admixture of any other substances. A brick trust in this city controls the product of four yards, and previous to this year it governed the local market, but the new manufacturers have materially changed this arrangement and the trust has now the little end of the brick business.

THE PHOTOGRAPHIC CONTEST.

Last week the list of entries in the WEST SHORE photographic contest was published, with the names of subjects and addresses of the artists. There were sixty-seven entries in the professional contest and forty-four in the amateur class. As a whole they are a fine collection of pictures and splendid specimens of the photographic art. They are now on display at the North Pacific Industrial Exposition, in Portland, and attract much attention. The first prize in the professional class was awarded to R. Maynard, Victoria, B. C., upon the large landscape entitled "The Arm." This is a superb photograph of that most beautiful stretch of water winding inland from the harbor of Victoria, upon which the people of that city take a great deal of pleasant recreation. Mr. Maynard also entered a photograph of "The Gorge," a narrow place in the Arm where the waters rush through at the change of the tide. This was also a remarkably fine photograph. The second prize was awarded to B. C. Towne, of the San Francisco gallery, in Portland, for a splendid photograph of an hydraulic mine in Baker county, Oregon. The first amateur prize was won by Myra J. Albert, of Salem, Oregon, with the "Camping Out," a most excellent picture of a family encampment, and the second by Ernest C. Drews, of The Dalles, with a fine view of Mosier Creek Falls.

The first professional prize picture is reproduced on the center pages of this number in five different tints that give it as nearly as possible its natural photographic effect. The other three prize winners are given on other pages. From time to time others of the best ones sent in for competition will be given. The contest has been a very satisfactory one, and another competition will soon be arranged.

AUTUMN DAYS.

On autumn days, in woodland ways,
I lie beneath the trees
And watch the clouds in snowy shrouds
Float through the upper seas;
The leaves of brown come floating down,
The boughs are blown apart;
Above my head are blots of red
From summer's broken heart.

Around about the streamlets shout;
A chipmunk whisks his tail,
And up the pines makes striped lines,
Or darts along a rail;
While soft and clear I sometimes hear
A wild bee's dreamy hum,
The liquid notes from trembling throats
And yellow hammer's drum.

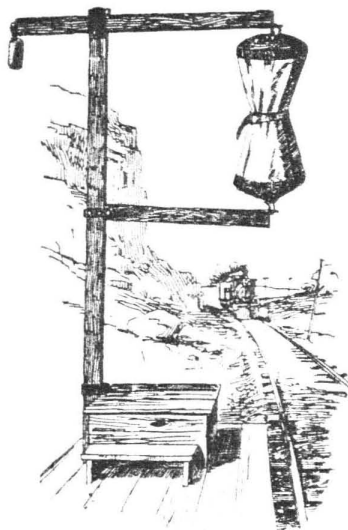
The maple old is crowned with gold;
A torch burns just behind;
Like finger tips upon my lips
The touch of balmy wind,
That wanders free o'er gem-set sea
And sweetest perfume brings;
I catch below a flash of snow—
A seagull's gleaming wings.

From out the deep the salmon leap,
All clad in silver mail;
And far away across the bay
I see a coming sail;
And, Oh! how bright the wings of white
Which waft my love to me!
Ah, dearest one, through miles of sun
I throw a kiss to thee!

HERBERT BASHFORD.

THE RAILWAY POSTAL SERVICE.

There is no other branch of the government service so closely related to the convenience of the general public as the post office department, and there is no other branch, probably, so little understood by the people at large as the railway mail service. This service was organized early in the fifties—as soon as there was a sufficient number of miles of railway under operation to make it worth the while. It now extends over all rail lines and has to deal with the time and manner of dispatch of all mails transported by the government. For convenience of handling, the United States is divided into eleven divisions with regard to the railway mail service, each



A POUCH READY FOR THE CATCHER.

of which has a superintendent and a number of chief clerks, all being under a general superintendent. The eighth division, which is the largest in the United States, territorially, includes California, Nevada, Oregon, Alaska, Arizona, Idaho, Utah and Washington, and is under the supervision of James L. Wilder, whose headquarters are in San Francisco. He has a chief clerk at Portland, one at Ogden, one at Los Angeles and one at San Francisco. The most important division in the country, inasmuch as its work concerns the most people every day, is the ninth, comprising the through mails by way of Buffalo, Detroit, Suspension bridge and Toledo, and the lines of the Lake Shore & Michigan Southern.

The mail run on the Northern Pacific between Spokane Falls and Portland, known as the "Spok. Falls & Port. R. P. O.," is a fair sample of the railway postal clerk's work. By the way, in naming the runs it will be observed that the northern or eastern terminus is placed first, as "Spok. Falls & Port.," "Hunt. & Port.," "Spok. Falls & Pend.," "Port. & San Fran." The run between Spokane Falls and Portland is 550 miles long, and eight clerks are employed, so each one must make a round trip once in eight days. Thus each one travels 1,100 miles in eight days, or a mean average of 137½ miles per day. This places these clerks in the third class, with a salary of \$1,000 a year. Under 100 miles daily makes clerks second class, with pay of \$900. First class clerks are beginners. Fourth and fifth classes are employed in what are known as full R. P. O. cars—that is, where the entire car is given up to the mail and two or more men are required to handle the matter. These receive as high as \$1,300 a year. But on the Spokane and Portland run the cars are known as compartment cars—cars in which one end for a length of twenty-two or thirty feet is fitted for handling the mail. But one clerk works in one of these cars, which are invariably coupled next to the locomotive, so there is no necessity for train men to pass through them. Indeed the only doors to the compartment are in the sides.

Starting from either end of the run—Portland or Spokane Falls—the clerk reports at the post office a reasonable length of time before his train leaves. He must receive the registered packages that are to go with him, and receipt for them in a record book kept in the post office for that purpose. He must then accompany the mail to the depot, keeping the registers in his own possession all the time. If there is more mail than one vehicle will carry the clerk accompanies the load in which his registers are, and also takes the letter mail. The rest of the mail is entrusted to the cartman from the post office to the train. It is required that the registers be transferred from hand to hand between clerks so that at no time do they come into the possession of others than the government agents, and each successive clerk must receipt for every registered package passing through his hands and also make a record of its condition.

The clerk begins work immediately upon taking possession of his car. Emptying his pouches destined for the nearest places he finds letters in bundles marked "1" and "2"—the first going to those offices reached earliest and where the train is likely to arrive before the clerk could work all the letters. Number 2 is for points not requiring immediate attention. For instance, starting from Spokane Falls, Marshal, Cheney and Sprague would be marked "1." Those beyond would be "2." The newspaper packages are similarly marked, and preference is given to daily papers. Of course there is only the mail taken on at the starting point and that received from the R. P. O. with which the route makes connection, to deliver at the first station. But at every station mail is received that may contain matter for any or every other station, and all that has to be "worked" by the clerk on the train before he reaches the next station. The letter case is a case of 120 pigeon holes in which the distribution is made. The case may

be labeled, but a clerk thoroughly familiar with his run does not need labels, and he distributes with the accuracy and facility of a printer at his type case. When any pigeon hole becomes full, or when the station or route for which its contents are designed is neared, the clerk ties the letters in a bundle, with which he puts a slip of paper stamped with the name of the clerk, the name of the run, the date and the direction in which the train is moving.

GOOD OCT. 4, 1890—WEST.

JOHN SMITH.

SPOK. FALLS & PORT. R. P. O.

Thus any error in distribution can be traced to the one who makes it. The newspapers are thrown in sacks hung on a rack so as to be accessible. For the smaller offices letters, newspapers and other packages are put in a pouch. For the large post offices the first class matter is put in leather pouches and the other in canvas sacks. The former have locks and the latter a sort of clasp that is easily unfastened.

A number of mail stations on the run are what are known as "catcher" stations; that is, the train does not stop, but the mail designed for those places is thrown from the moving car, and the mail from those stations is taken from the crane on which the sack is suspended by means of an iron catcher that is fastened across the doorway of every mail car.

Be sides having to deal with chirography of all degrees of legibility—or illegibility—the railway mail clerk is required to exercise common sense in sending mail correctly even if the address be faulty. The rapidity with which the matter must be handled makes it easy to make mistakes. For instance, there is a post office called "Oregon" in each of the states of Arkansas, Illinois, Indiana, Maryland, Missouri, New York, North Carolina, Tennessee and Wisconsin. There is scarcely a mail from the east for the state of Oregon that does not contain pieces of mail designed for one or more of those places, missent through the similarity of name, by the clerk who "states" the mail from the east—that is, who puts the mail in packages by states, to be further worked as the state for which the bundle is designed is approached. Those eastern offices are obscure places, and it is excusable that an overworked clerk should make such an error. Mail for Washington, D. C., and for the state of Washington is also frequently missent, especially the letters sent by people who think the capital of the nation is sufficiently well known not to require the additional designation "D. C."

In addition to knowing perfectly all the post offices of Washington, Oregon and Northern Idaho, a good clerk should know the names of many obscure localities and their nearest post office. Many people, through ignorance or carelessness, have their mail addressed to the locality in which they may reside—the camp or mill or ranch—without designating the correct post office. Strictly it is not a part of the mail clerk's duty to remember the localities and send these pieces correctly, but he is considered a dull clerk who does nothing of this kind. Some names of post offices are so incorrectly spelled that it is difficult to tell what the writer meant. A letter addressed to "Rock Harbor, Wash." for instance, the uninitiated would say could not be delivered. There is no such post office in the state. By the exercise of a little common sense, however, the clerk concludes that "Roche Harbor" is meant and sends it thither. Many letters are mailed addressed to places having no existence. These, together with matter upon which no postage is paid and other unmailable pieces are turned into the chief clerk at Portland as "nixies." The chief clerk will correct the address if he can or he may send the matter to the dead letter office at Washington, D. C.



CATCHING A MAIL POUCH.



INTERIOR OF A FULL POSTAL CAR.

The mail clerks put up what are known as straight pouches for the important offices like Spokane Falls, Tacoma, Seattle and Portland. Then pouches for distribution at Seattle, Spokane Falls and Portland, and labeled with the name of the office with the additional designation "Dis," indicating that the contents of such pouches are to be distributed in the office named. In this manner no time is lost before the city matter can be delivered and the out-going mail can be promptly sent by first mail conveyance. The Willamette valley and Lower Columbia offices are "Portland Dis."

The work of the railway mail clerk is, in its strictest sense, skilled labor. The successful clerk must be a man of intelligence and a diligent worker. He always occupies a position of responsibility, and the faintest suspicion on the integrity of a clerk will disqualify him. The R. P. O. clerk is supreme in his car. He is independent of any of the railway operatives. The railway company must properly care for the car and supply it with fuel, light and water. No one is permitted to ride with a mail clerk in his car unless he have a permit from the proper authority. In case of accident he must report by telegraph to his superior, but must stay with his charge, if at all practicable.

HOP CULTURE IN THE NORTHWEST.

The hop harvest which is now drawing to a close in Oregon and Washington has resulted in a large yield of excellent quality, and the price being unusually high, will net the growers a very handsome profit for the season's work. The climate and soil of Oregon and Washington seem perfectly adapted to the successful cultivation of this crop, which, taken one year with another, is as remunerative as any branch of agriculture. The price fluctuates much more than other commodities, and is regulated solely by the law of supply and demand. Ordinarily the price received gives the grower good returns for his labor and capital invested, and in seasons of shortage in the hop growing sections of the east and foreign countries, the hop raiser of the northwest reaps a golden harvest. In Oregon and Washington the average cost of production is between seven and eight cents per pound, and as the price seldom, or never, falls below ten cents, the grower is assured of a profit of \$40 to \$75 per acre, as the yield averages all the way from 1,500 to 2,500 pounds per acre. There is nothing speculative in the hop growing industry more than in any other line of agriculture. True, there are years when fortunes are made from one crop, but it is not with the expectation that such a year will come that the sturdy husbandman turns his attention to the cultivation of these fragrant cones. It is a business which always brings honest returns for honest labor, and for that reason always has been and always will be an attractive field for the industrious farmer. In times past this section has been singularly free from pests or blights of any kind, but during the season just closing some fields have been found in

which portions of the crop were infested with lice. The same however, is true of fruit culture, which, until quite recently, has enjoyed almost perfect immunity from the ravages of insects; but the same energy which is being displayed in ridding the orchards of their pests will also clear the hop fields. The periodical failures encountered by hop raisers in the eastern states and the countries of Europe, caused by drouth, storms and untimely frosts, are entirely unknown in the northwest. The copious rains which fall here during the winter months, while being inconvenient for some lines of business, are the foundation of the bountiful harvests gathered by our hop raisers. The hot, dry winds which occasionally blast vegetation of all kinds and parch the ground in those sections are here unknown, while in their stead are the cool, moist breezes which blow in from the ocean, and which deposit their moisture in the shape of dew every night, bringing a sure reward for the labor of intelligent and faithful cultivation. During the present season the price of hops has raised to fifty cents per pound, owing to an almost total failure of the crop in other sections, and contracts are eagerly sought at even that high price. Truly the northwest is the hop raiser's paradise.

The land employed for hop culture is what is known as bottom land chiefly, lying in the valleys that border the streams. Here the soil is very rich and deep, giving the roots an opportunity to penetrate it easily. No matter how dry the season may be, the deep soil permits the hops to send their roots to a great depth in search of water, ten feet being not at

all exceptional. Hops are raised in the Willamette valley, chiefly in Lane, Linn, Polk and Marion counties, along the banks of the Willamette river and its tributaries. In Washington the Chehalis valley, Puyallup valley, White and Green river valleys, Snohomish valley and Skagit valley are the chief seats of hop culture west of the mountains. In the Yakima valley, east of the mountains, hops are raised on irrigated soil, and are of superior yield and quality. The largest hop ranch in the world is that of a Seattle company in the Snoqualmie valley.

All the indications point to the Pacific coast as the future great hop producing region of the world. In quality the hops of this section are unexcelled, and in their prolific yield they are unapproached. Nowhere else can 3,000 pounds per acre be produced, a yield not uncommon for old yards here. Exemption from pests also cuts an important figure, though this can hardly be expected to continue forever. But the climatic conditions are enduring, and these alone are sufficient to fix the home of the hop, in these days when the world's products are transported so cheaply from one country to another.

It is well enough to admire the busy bee, but be careful how you take a pointer from him.

The gourmand of pleasure, like him of the table, often becomes satiated but never satisfied.

A scientist says that "bird song originated in a cry produced by bodily contortion." It seems, then, that birds began at a point some of our human singers have just reached.

Whene'er we take our walks abroad and see many poor, we generally pass on and leave them as a terrible example for others who may walk abroad after us, that they, too, may be thankful for God's gifts; and thus the poor are not created in vain.



FASTENER AND TAG OF A MAIL SACK.



IN THE PENITENTIARY.

VISITOR—What brought you to this place, friend?

CONVICT—Blamed foolishness.

VISITOR—No doubt, friend, no doubt. But what kind of foolishness was it?

CONVICT—Why, the lawyer who defended me didn't know enough to pound sand.

WHY THE ROMANS WERE LIKE US.

HYDE—The ancient Romans used to burn their dead relatives and preserve their ashes in urns.

PARKER—Then I suppose family jars were quite common among them.

ONE OF 'EM.

SHE—So you are from Oklahoma, Mr. Jenkins? Then the music of the sea will have all the charms of novelty for you; you never heard the booming of the breakers at Oklahoma.

HE (sadly)—Quite true, Miss Simpkins; but I assure you I heard more than I cared to of the breaking of the boomers—I was one of 'em.

OVERSTAYED HIS TIME.

MR. DREARY—How early it gets late these October evenings.

MISS WEARY—Yes, indeed. It comes time to go home long before you realize it.

NEVER LET HIM DO ANYTHING.

“Does your wife ever let you—”

“No.”

“You better wait till I finish my question, hadn't you?”

“Oh, it's a safe answer, anyhow.”

DISAPPOINTING.

“No, I can't wait. I have an appointment with Miss —.”

“She's the maiden who says 'yes' to every one. Don't go; she never keeps her engagements.”

IN FAIR CONDITION.

“How are you?”

“O, since I've moved to Oregon I've been in a pretty fair state.”

A GOOD POSITION.

“That man has a good position.”

“What is it?”

“Head up, chest well out and legs straight.”

I LOVE HER.

Oh, I love her for the feather
That she wears in wintry weather,
And her hat of patent leather,
All the very latest rage;
For her just too lovely bonnet,
With the saucy “bridal” on it,
That would almost wrest a sonnet
From the bosom of a sage.



Oh, I love her for the clocking
On her fashionable stocking,
And the dainty silken “smocking”
Of her late imported gown;
But there's yet another feature
About the darling creature—
Her papa—there's the preacher—
Has come liberally down.

GENIE CLARK POMEROY.

“Snapped short!” grumbled the guitar when the string broke.

THE LAY OF THE ANCIENT MAIDEN.

I know I am growing old,
For I always have worn a 2
Of the daintiest kind of shoe;
But to-day I have purchased a 3,
So that is the reason, you see,
That I know I am growing old.

SOMETHING ELSE.

“What is your husband's ailment, Mrs. O'Brien?”

“Sure, sorr, an' it's not alement, at all, sorr; it's whushky.”

THE KIND OF A NET IT WAS.

“So Minnie has been caught in the matrimonial net at last?”

“Yes, marries a nobleman. Caught in the baronet, in fact.”

EXCELLENT!

MR. DOLLEY—Speaking of queer names, Miss Amy, there is a town in Mississippi called Skipwith.

MISS AMY—Oh, what a delightful place to elope from!

CORRECTIONS MADE TO ORDER.

STAGGERS (to McCorkle)—I understand you referred to me as a moral leper.

McCORKLE—Well?

STAGGERS—Well, you'll have to take it back.

McCORKLE—Certainly, if it doesn't suit you. I'll take back the moral leper and call you an immoral leper.

THE ONLY WAY.

MRS. TANGLE (to hired girl)—See here, Bridget, let me be hired girl for awhile, and you shall be the lady of the house.

BRIDGET—All right, ma'am; but what for?

MRS. TANGLE—Why, I want to be the boss for a little while.

NO FANCY DRINKS.

“Dooley is a man of simple tastes,” remarked Sumway.

“Yes,” replied Snooper, “I notice that he always takes his whisky straight.”

THE MAN THEY WERE SEEKING.

VESTRYMAN—Todgers, have you an ear for music?

TODGERS—Not an ear; why?

VESTRYMAN—Good! We'll hire you to lead our choir.

AN IRISH DEFINITION.

“Pat, do you know what a cemetery is?”

“Av course Oi do. It's a place where folks lives aafter they're dead, sorr.”

JONES—I went serenading the other night and the only thing they sent out was crackers.

BROWN—What kind, hard tack?

JONES—No; worse than that; they were big fire crackers.

STUBS—I see we can buy three postage stamps for five cents.

BOBSON—Is that so? Since when?

STUBS—Oh, a long time. I just got two twos and a one.

“Heavens! I've got the blues!” cried the water when the indigo entered.

A correspondent of the *Medical Lake Ledger*, in speaking of that beautiful body of water known as Clear lake, says: This beautiful and almost unknown body of fresh water lies only three miles south of the famous Medical lake, and is surrounded by beautiful scenery. In silent grandeur it rivals anything ever written or related of the wonderful lakes of Killarney. The waters cover an area of about thirty square miles, and the shores are of such beauty and grandeur that it is far beyond the compass of pen to correctly describe, or the most talented artist's brush to truthfully and justly portray. This lake has no visible inlet or outlet, and, therefore, the supposition arises that it derives its existence from some subterranean passage, presumably from Lake Pend d'Oreille or some of the great fresh water lakes farther up in the mountains. The visitor taking a small boat and rowing out upon this lake can see many fathoms into its bottomless bosom and behold the high granite bluffs of its rock-locked shores reflected back like a far-off mirage. A pistol's report or a hearty "hello" will sound and re-sound, echo and re-echo, until the listener is lost in amazement and carried far away into wonderland. Clear lake is surrounded by towering walls of granite, lime stone, free stone and the ever present gray stone of Washington. In some places the banks rise to a perpendicular height of 300 feet from the water's edge, and from the sun's reflection throw back a blue, mellow color that rivals the beauty of the horizon or eclipses the zenith.

Operations have been commenced at the Clackamas salmon hatchery under the supervision of United States Fish Commissioner Hubbard. Owing to the immense numbers of these fish taken from the Columbia river and its tributaries every year, the question of how to prevent their extinction has become a problem which has as yet defied solution. Numerous expedients have been resorted to, but each in its turn has proved utterly inadequate to accomplish the purpose sought. It is readily seen that to stop fishing operations entirely for a given period would result in only temporary success and would at the same time stop one of the greatest sources of revenue of the northwest. The artificial propagation of the fish seems to come the nearest to keeping up the supply of any means yet adopted, and it is with the hope that it will prove equal to the emergency that the government is maintaining this and other establishments of like nature. The high water of February destroyed a considerable portion of the apparatus used in the river at the Clackamas hatchery, and owing to delay in rebuilding racks, etc., work could not begin as soon as was desirable. It is the expectation of the management, however, that they will be able to put 4,000,000 young fish into the river as a result of the fall work.

Work has been commenced on the large mill and concentrator for the Bunker Hill and Sullivan mines, near Wardner, Idaho. The site is admirably adapted to the purpose, being within half a mile of the station on the Union Pacific railroad. The building will be 247 feet in length by 72 feet in width and 40 feet high, and the works will have a capacity of 400 tons per day. The tramway to be built is known as the Bleichert system, which has proved to be practicable where ordinary railways could not be built. It will be 8,820 feet in length. The machinery at the mill will comprise everything requisite for the work to be accomplished, and will all be of the most approved pattern. The power will be furnished by two turbine water wheels of a capacity of seventy-two horse-power each. This property is the greatest silver and lead producer in Idaho, and when the plant is completed Wardner can boast of having the largest concentrating mill in Idaho. These improvements are being made by Portland capitalists who also own the Bunker Hill and Sullivan mines.

On account of the repeated dropping of chunks of rock and dirt from the roof of the great tunnel on the Cascade division of the Northern Pacific railroad, the officers decided to build an arch throughout its entire length. Work has been progressing on it for about a year, and the cross timbers are now being put in between the uprights, which, when finished, will complete the work. During this time freight trains have not been permitted to pass through during the daytime, and but one passenger train each way has used the tunnel, as the smoke from the locomotives made it impossible for work to be carried on for some time after the passage of the train. Freight trains have been stopped at the ends of the tunnel to wait till operations were suspended for the day, when each would take its turn at going through.

Great excitement prevails in the upper Skagit river district, Washington, over the recent discoveries of rich silver ledges in that section. The Boston mine, which was recently purchased by a Montana syndicate for \$150,000, is one of the richest yet discovered. It is at an elevation of 7,000 feet, near the summit of the Cascades, and about a mile and a half from the railroad survey in the Cascade pass. It possesses a six-foot vein of clean silver ore which assays ninety ounces of silver to the ton. Many rich

strikes are reported in the vicinity, and especially on the divide and in the western part of Okanogan county, which has already established a reputation for great mineral richness.

Evidences of the existence of natural gas have been discovered about four miles from Albany, Oregon. A pole was sunk in a marshy place on a farm near Knox's butte, and upon being withdrawn and a lighted match being applied to the opening a flame shot up several feet in height. These surface indications have been found also at Drain and Lebanon, though development work has not proceeded far enough at either place to show to what extent the gas exists. The presence of natural gas in large quantities has worked wonders in the states of Ohio and Indiana, and their prosperity would undoubtedly be equaled in Oregon were the same agent found here.

President Loomis, of the Ilwaco Railway & Navigation Company, is interested in a scheme to connect the towns of Sealand and South Bend, Washington, by telegraph. Sealand is at present the northern terminus of the rail division of the I. R. & N. Co. on Shoalwater bay, and to carry out the proposed enterprise a cable three and one-half miles in length will be required to connect the point with the mainland, where connection will be made with an overland wire to the latter place. The undertaking is a very important one to the citizens of both places and its consummation is eagerly looked forward to by both places.

Work has commenced on preparing the site for the erection of a new paper mill at Oregon City by the Willamette Pulp and Paper Company. The main building will be 160x62 feet in size, and will be used as the machine room, while an additional room 75x45 feet will be occupied by a pulp engine. One large machine for making newspaper has been ordered, and the rest of the machinery is on the way. The buildings are being erected with a view to doubling the number of machines when increase in business will warrant. The enterprise will be pushed as rapidly as men and means can do it.

The state board of equalization of Washington has completed its work and the report shows taxable property of the value of \$200,000,000. In making up appropriations the legislature estimated on a basis of \$1,500,000, and made a levy of three mills, which, on the increased valuation, will create a fund of \$600,000, or \$150,000 more than the requirements of the state for the year. It was a very agreeable surprise to the officers, and shows the wonderful progress the state has been making.

The Thomson-Houston Electric Company has been awarded the contract for supplying complete appliances for operating a line of electric railway between the towns of New Whatcom and Fairhaven, Washington. The Bellingham Bay Electric Street Railway Company is the owner of the road and franchises, and has also secured an extension of the right of way beyond Fairhaven toward the town of Lummi.

The University of Seattle has been incorporated for the purpose of providing a school for teaching the higher branches of learning. The institution will impart instruction in all college studies and make specialties of all departments of literature, law, medicine, music and the various branches of abstract and applied sciences.

Competent judges estimate that shipments of fruit from California during the present season will amount to 200,000,000 pounds, which, at an average price of five cents per pound, will make the tidy sum of \$10,000,000. Oregon and Washington farmers should ponder over this.

The Seven Devils mining district, which has become known as the richest deposit of copper in Idaho, is now in a fair way of having its fame heralded abroad as a gold producer as well, as rich finds of that metal have been made within the last few weeks.

The assessed valuation of property in Silver Bow county, Montana, amounts to \$16,500,000, of which amount the city of Butte is credited with \$11,200,000. This is a gain in the county of \$5,000,000 over the assessment of 1889.

A miner working a claim on Swauk creek, in Kittitas county, Washington, recently found five nuggets of gold, which aggregated \$550 in value.



CAMPING OUT.

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MOSIER CREEK FALLS.

PHOTO. BY ERNEST C. DREWS, THE DALLES, OREGON. AWARDED SECOND AMATEUR PRIZE.

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MINING IN BAKER COUNTY.

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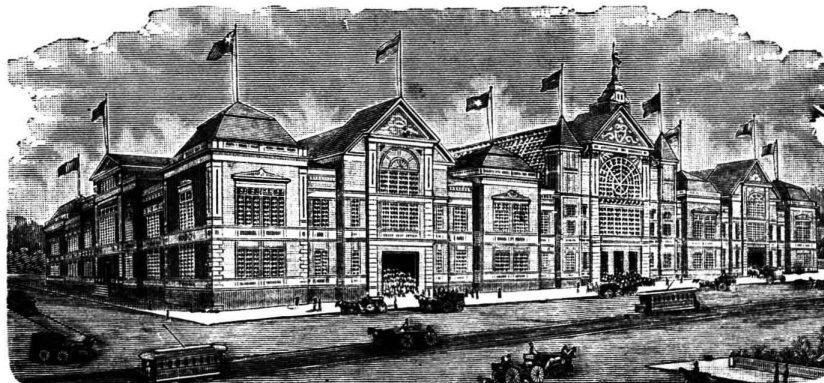
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A BRICK.

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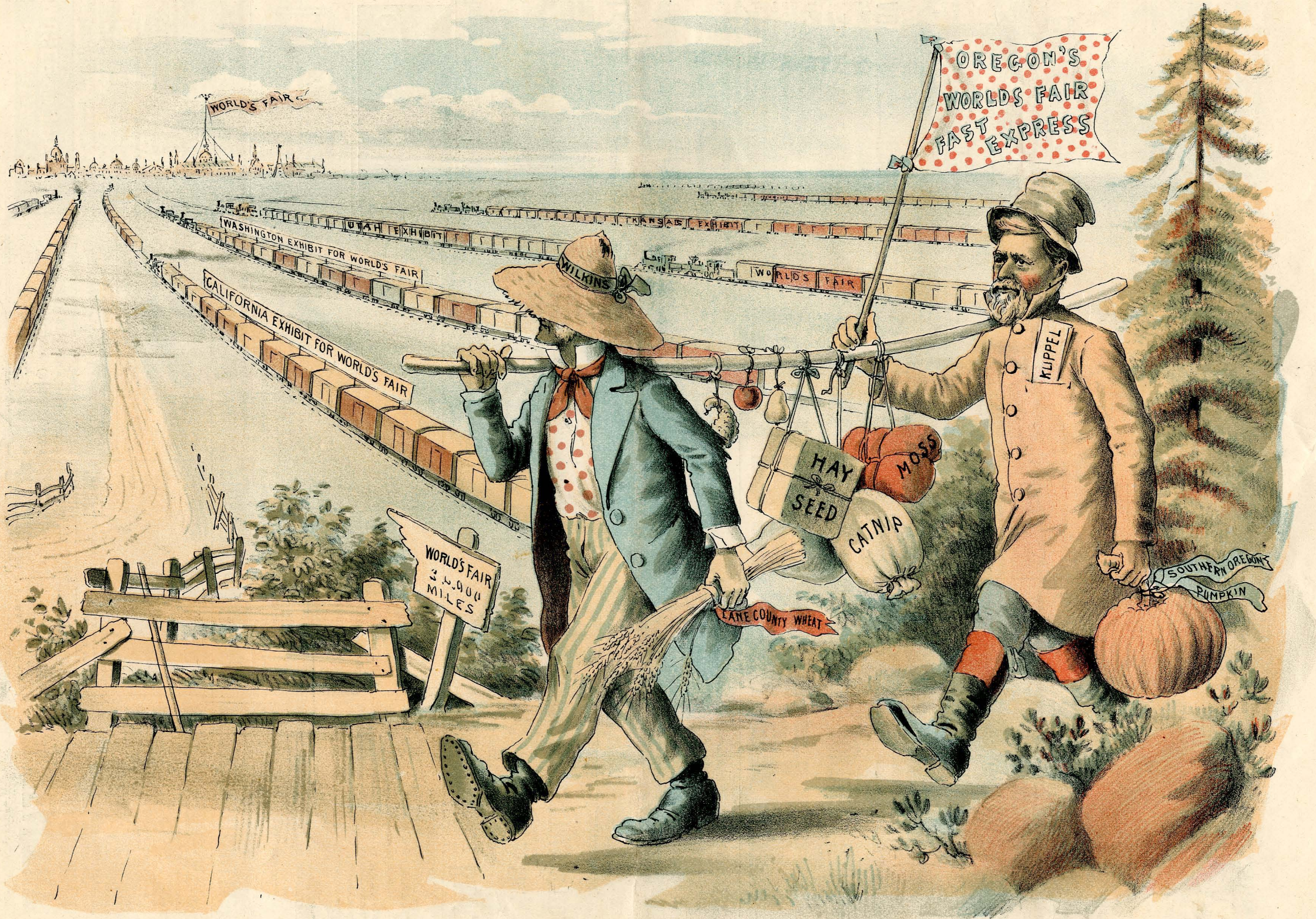
being built of brick and stone is nearing completion. Several brick buildings occupied and more being erected. Population (U. S. census) 4,031. Assessed valuation over \$8,000,000. An Iron & Steel Company, with a capital of \$2,000,000, organized to work ores of Skagit mines. Its furnaces, rolling mills, etc., will be at Fairhaven. The Chuckanut stone quarries are one mile from Fairhaven. The Portland post office is built of this beautiful stone, and large quantities of it are being shipped to Tacoma, Seattland elsewhere. Valuable minerals have been discovered in the Cascades on the line of the Fairhaven & Southern and prospecting is being actively prosecuted.

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