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THE QUEEN OF THE PACIFIC.

The illustrations furnished in this issue, will give our readers but a faint idea of the real splendor of this floating palace, owing to the impossibility of reproducing in simple black and white, the effect of combinations of the various kinds of wood and kaleidoscopic glasses, that have been used in constructing the Queen of the Pacific. To one whose business compelled him to make frequent trips to San Francisco, which occupied from five to seven days in those dilapidated old concerns, of the Hollanday regime, known as the Ajax and Oriflamme, it seems like a fairy tale to step aboard of this, the latest acquisition to our fleet of magnificent steamships, plying between Portland and San Francisco with a regularity in time that is really surprising when the wind and weather of an ocean voyage are taken into consideration. Thirty-five dollars was the fare charged for those five day trips and none complained; since then the comforts have been increased and time has been reduced to two days, the fare to twenty dollars cabin and ten in steerage. The general public, especially those who recollect old times, are pretty well satisfied with the present facilities; now and then, however, we hear a growler complaining that \$20 for a two day's trip is too high. The complaint always bring to our mind a Chinaman when selecting boots; he invariably takes the largest in the box, being determined to obtain the most material for his money, irrespective of fit or comfort. The Queen is the property of the Pacific Coast Steamship Company, represented in San Francisco by Goodall, Perkins & Co., and in this city by John Muir, Esq. Her cost is a trifle over five hundred thousand dollars, and to one familiar with values she seems cheap at that price. The company owning her, as well as Messrs. Cramp & Sons, her builders, have every reason to feel proud of their production. The *Nautical Gazette*, perhaps the best authority on such subjects, says: "The Queen is the finest specimen of naval architecture ever turned out from the establishment of the Cramps, taken as a whole; the saloons, staterooms, social hall and bridal chambers have no equal in this country or in the world, for that matter, for exquisite or artistic decorations in its peculiar style, and the ship will attract much attention wherever she may go." Her crew consists of 94 men under command of Capt. E. Alexander, with C. F. Hall, as first officer, John Patterson, chief engineer, Geo. W. Edwards, chief steward, and M. M. Bucknam, the popular purser, formerly of "The State," as purser. The Queen is 336 feet long, 38.6 feet beam, 22.6 hold, 30 feet to awning deck. She

is 2,727.80 tons custom house measurement; with 1,200 tons of freight and 400 tons of coal in her bunkers she draws 16 feet. Her masts are of iron, all in one piece, and she is half brig rigged, carrying a good supply of canvas. She has an inverted and direct acting compound engine, 45 and 90-inch cylinders and 48-inch stroke of piston. Her eight boilers, each 11 feet in diameter and 12 feet long, consume about 60 tons of coal every 24 hours to keep up 100 pounds of steam. When everything gets to working smoothly, 100 lbs. of steam will give her engine a maximum speed of 80 turns per minute, and this her friends assert will force her through the water at the rate of 16 knots an hour, or about 33 hours from bar to bar. The propeller wheel of the Queen is 16 feet in diameter and 23 feet pitch; the blades and a spare set aboard, were made in England of Magnese bronze and cost with freight and duty \$15,000. Her steering gear is worked by steam and she has a steam windlass for handling her anchors and a steam capstan aft. In case of casualties she is one of the best provided with life-saving apparatus that we ever seen. In fact nothing has been left undone to attain speed, safety and comfort, and her rating for trans-atlantic service is of the very highest class in Bureau Veritas. Two hundred and fifty Edison's electric lights are distributed throughout the ship with connections for placing lights on the wharves whilst loading or discharging. Every stateroom has an electric light, and is connected with the pantry by an electric bell. What will be most appreciated by families are her 29 commodious family rooms; they are 10 feet deep by 6 feet 4 inches in width, and each have 3 berths the lower one being 38 inches in width. The rooms are finished in flat white, with trimmings of mahogany and oak. Each room has a sofa, and each berth is fitted with a Saratoga spring bottom, and best of hair mattresses and pillow; the washstands with marble tops are enclosed in wood standing on fluted columns highly decorated, and when not in use are covered by a highly polished mahogany top, forming a neat side-table. The dining hall or grand saloon is 37 feet long, 37 feet wide, and nearly 8 feet height. It is lighted by 12 side posts and contains seven tables capable of accommodating 200 persons. The grand stairway to the social hall is beautifully carved, and the social hall itself is finished in mahogany panels, relieved by mouldings and carved wood. At one end is a large plate glass mirror, and at the other is a piano, while on each side is a book-case containing 250 volumes of choice literature.

At each end of the hall is a bridal chamber 12x12 feet, gotten up in most exquisite taste and style, finished in mahogany and oak, with delicate satin wood moulding; a full sized bedstead, a large wardrobe sofa, table, etc., fill the appointments of these royal quarters. The sides and ceilings are covered with bronze paper of a Japanese pattern.

One of the peculiar features of the interior arrangements is the dome covering the grand stairway, which is 14 feet in diameter, and 6 feet high from the base; its apex is 32 feet above the main saloon deck; stained glass is set in the sides and from the apex hangs a beautiful chandelier of electric lights and from this a basket of artificial flowers. All the chandeliers are of bronze, very richly jewelled, and the dazzling effect, when all the lights are turned on at night, must be seen; to describe it is simply a matter of impossibility.

THE LUMBER TRADE OF PUGET SOUND.

The great lumber producing portion of Washington Territory is contained in the area lying north of the Columbia river and bounded on the east by the Cascade range of mountains, on the north by British Columbia and the Strait of Fuca, and on the west by the Pacific ocean; containing in round numbers about 30,000 square miles. The principal portion of this great region is covered with a dense growth of timber trees, of which the most abundant and most important being used almost exclusively in the manufacture of lumber, are red fir (*Abies Douglasii*) and yellow fir (*Abies Grandis*). The other kinds of coniferae found at the mills are the cedar (*Thuja Gigantea*), the spruce (*Abies Menziesii*) and hemlock (*Abies Mertensiana*). A species of white pine (*Pinus Alba*) is occasionally found, and used for inside finishing work. The yellow pine (*Pinus Ponderosa*), which grows to majestic proportions in Eastern Washington, is not found on Puget Sound. The other cone-bearing trees are the arbor vitae (*Thuja Platyca*), which grows along the borders of the Strait of Fuca, and the yew (*Taxus brevifolia*), a tough but small wood, used mostly by the natives for the manufacture of bows; but of no use as a timber tree from its small size. Careless and ignorant writers term the whole of the coniferae of Puget Sound, Oregon pine, which is as much of a misnomer as to call all deciduous trees oak. Full ninety per cent. of all the lumber, timber and spars produced on Puget Sound is fir, and is so known and classed by all lumber dealers and millmen.

Of the deciduous trees the most common is the white maple (*Acer Alba*), a beautiful wood capable of a high polish; vine maple (*A. Circinatum*); the alder (*Alnus Oregona*), which attains a height of sixty feet. The wood being white and soft is good for carving and for furniture, and the bark furnishes a red dye, used by the Indians for coloring cedar bark. The white ash (*Fraxinus Oregona*) is larger than the ash of the Atlantic states and is light and elastic. The beautiful laurel tree (*Arbutus Menziesii*) extends from California to Vancouver's Island, and is common on the immediate shores of Puget Sound, Fuca Strait and the west coast. Three species of poplar are found, the most abundant is the aspen (*Populus Tremulus*). Several varieties of the willow grow along the river banks, but only two (*Salix Speciosa* and *S. Scoulerana*) attain the size of trees, they being generally about thirty feet high. The crab-apple (*Pyrus Rivularis*) is a hard and tough wood used for many purposes. The oak (*Quercus Oregona*) is found in some localities, but is quite inferior to the oak of the Atlantic states.

But few of the deciduous woods have been sawed at the mills, but they will be in demand, and will furnish important articles of export before many years have elapsed.

THE FIRST MILLS.

In 1845, Col. Michael T. Simmons, who had come to Oregon from Missouri, and who has been termed the Daniel Boone of Washington Territory, came to Puget Sound while it was yet a portion