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THE BETTER WAY.

Recent changes inaugurated in the manner of disposing of the public lands of the Northern Pacific, will attract the favorable attention not only of intending settlers but of the management of the company. Heretofore residence and cultivation have been required, and experience has shown that while it brought many people into the country and added greatly to its population, that by the time the settler had complied with the requirements of the company, he was in many instances in debt, not only for his buildings, but also for farming implements. The requirement to cultivate in a good and husband-like manner within one year, was, to say the least, almost impracticable, unless the purchase was made at a favorable season. The new arrangement allows the purchaser two years within which to cultivate, thus leaving him the option of plowing in the spring or fall and sowing spring or fall wheat, as experience may teach him to be the best. Heretofore time purchasers were required to pay one-quarter down and the balance in four years, including a payment at the beginning of the second year, when, in a majority of cases, the settler was forced to borrow the money to make that payment. Under the new arrangement, the interest on the deferred payments only is required at the end of the first year, thus allowing the settler to apply the money which would otherwise go to the company to the improvement and cultivation of his land.

The appraisement of the lands has been summated to the extent of nearly 300,000 acres, and the new rates based upon this appraisement, although on their face showing a slight increase in price, are in point of fact more favorable than the seemingly less price asked heretofore. This is proven by the fact that several sales have been made at the old cash price of \$2.60 per acre, which, in the aggregate, amounted to more than the actual appraisement of the tract purchased. The examination and appraisement has resulted in showing the management of the land department that it is in control of some remarkably rich and fertile lands—the soil being mostly of loam with a sub-soil of clay, indicating great retentive powers of moisture. In the vicinity of Crab creek and in the region north, water, where not found in running streams, has been easily obtained by digging a few feet. The percentage of tillable land will exceed 75 per cent. of the lands examined, and the balance is admirably fitted for pasturage or mixed husbandry.

A BOON TO THE COMING SETTLER.

At the suggestion of Paul Schulze, the general land agent of the N. P. R. R., the public-spirited citizens of the thriving and substantial town of Spokane Falls have determined to erect a large brick building, provided with all necessary comforts, as a free lodging house for immigrants during their stay at the Falls.

This is a novel and excellent idea, entirely practicable if properly managed. Long before the Northern Pacific is completed through to St. Paul a great tide of immigration will set in westward over the line of its road, and we doubt not that the great resources of the Spokane country, will make Spokane Falls the objective point of their destination. In the proposed house, furnished with cooking and sleeping appliances, the coming settler can leave his family while he visits the surrounding country in quest of his future farm site. Under the plan adopted it is not proposed to treat those who accept a place in the lodging house as paupers. On the contrary it will be conducted for the benefit of settlers with families, whose circumstances would not allow them to pay hotel prices during the time necessarily required for the head of a family to secure a suitable location.

On behalf of the Northern Pacific Mr. Schulze will donate the necessary ground as soon as the required amount for the erection of the building is subscribed. One thousand dollars was subscribed on the spot.

"A MAGNIFICENT REGION."

An English paper of late date says: "Very far west, indeed, in a lovely country which once belonged to England, but which was ceded to the United States in 1846, there grows the finest body of timber in the world. Fir and pine, and oak and cedar, of unsurpassed quality, and practically unlimited in quantity, clothe the mountains, overhang the rivers, and shadow the plains of the Puget sound district, in Washington Territory. On a moderate estimate it is calculated that this region will yield the enormous and unimaginable quantity of 160,000,000,000 feet of valuable timber. The trees attain a remarkable development, both of height and beauty. The yellow fir is frequently found growing to a height of 250 feet; the white cedar to 100 feet, with a girth of over 60 feet, and white oak to 70 feet, whilst ordinary sized specimens of pine yield from 6,000 to 8,000 feet of lumber each. For long after its discovery this marvelous store of timber remained undisturbed, its primeval quietness unbroken by the sound of the woodman's axe; but in 1851 a saw mill was built on Puget sound, and thenceforward continually increasing inroads were made upon the forest, until to-day no less than 15 such mills are at work upon it. The largest of these has a cutting capacity of 200,000 feet per day. During the year 1881 the export of lumber from Puget sound amounted to 174,176,700 feet, valued at nearly \$2,000,000, and it is calculated that since the establishment of the first saw-mill about

2,500,000,000 feet have been cut. Yet, in spite of this tax upon them, we are told that the forest remains, for the most part, in virgin condition, except for a short distance from the banks of the streams and estuaries. It is, of course, too late for regret, but one cannot help reflecting that the loss of this magnificent region was indeed a serious one for the British Empire."

TERMINAL POINTS OF THE NORTHERN PACIFIC.

The Duluth *Bea* is an enterprising sheet, and is awake to the interests of its city as the place of an alleged "manifest destiny." Because of its intense anxiety to make Duluth the metropolitan terminus of the Northern Pacific Railway, it is alarmed because the company has purchased a considerable area of land at St. Paul, surmising that such action was taken with the view of making that point practically the eastern end of the road.

The Duluth paper has reason for its apprehensions. St. Paul and Minneapolis, the twin cities, will beyond question be a more important place to the Northern Pacific Company than Duluth, and to that extent will really be more of a terminus. Its cars will stop and start there; its offices and shops will be there, and it will, perhaps, have greater business and greater interests there than at any other point for many years to come. This being the case it will be strange if it is not made a terminal point in its trade; in fact, the Northern Pacific cannot help itself, for the laws of trade now firmly established at that point require it, and if that road attempted to disregard these laws it would only injure itself in the effort.

Another thing to be considered by the Duluth paper, is this: The Northern Pacific Company is building its road at the expense of the people of the whole country, and to a certain extent is building for the benefit of the whole people. Its object is not to push the growth of any one or two places at the expense of all others. The former management evidently entertained the Duluth idea, that the road was to be built to aid the growth of that and other towns, and they failed, as they should have done. The present management has broader views, which take in every station on the line of road, no matter how insignificant, and every town connected with its system. The old Northern Pacific showed the most petty spite and malignant hatred to this city and to Portland, and was ready to do anything to injure them. The new Northern Pacific sees good in them, a great future trade, and vast importance, and treats them as well as other places within the range of their great system of roads. It is the same here as at Duluth and St. Paul.

Under the former management, Northern Pacific policy was narrow, contracted and jealous, and retarded the country more than it helped it. It caused sore disappointments, aroused bitter feelings, and provoked contention and enmity. Its passing away has been hailed with satisfaction from ocean to ocean; farmers and townspeople, stockholders, bondholders and employees all being benefited by the change to the purposes and plans of the present management. —*Sattle Post-Intelligencer.*