

PICTURESQUE WATERFALLS.

In a previous number of this paper we furnished our readers sketches of Multnomah Falls, on the Columbia river, and the Falls of the Willamette, at Oregon City. In this issue, we present three of the most picturesque ones in the Pacific Northwest. The Shoshone Falls of the Snake river are located in Idaho, five miles from the crossing of Rock creek, on the overland route from Boise City to Kelton. They rank next to Niagara and the Grand Falls in massiveness and exceed them in altitude by from forty to seventy feet. The water immediately above these great falls is divided into five channels by rocky islets, each separate body of water falling from thirty to fifty feet. Below these first falls there are but two principal divisions of the water, which, with the impetus given them by the small falls, rush over a perpendicular wall 230 feet in height and having a breadth of 600 feet, by following the course of their outline, or 600 feet in a straight line, whilst towering walls of nearly 1,000 feet in height on both sides of the river form a grand and majestic framing for so wild a picture.

The Spokane Falls are formed of two leaps, the upper being about 1,200 and the lower about 100 feet. They seethe and roar and boil, for a great distance before making the plunge and continue it for many feet after reaching the chasm which receives them. They are very picturesque and are surrounded by trap terraces, which extend many hundred feet above them.

Tumwater Fall, aside from its picturesqueness, is being utilized for manufacturing purposes, and has already been the means of building a village (Tumwater) of about 300 inhabitants and is located about two miles from Olympia, the capital of Washington Territory. Beside the falls proper, the river here has a descent of 85 feet in 300 yards, and is capable of furnishing power sufficient to build up a manufacturing town, as it eventually will do, of from 4,000 to 5,000 inhabitants. Several enterprising manufactoryes are already located here, and a flouring mill (one of the best in the Territory) is run by this unequalled water power.

A CHANCE FOR A CAPITALIST.

Mr. Elias Sorenson, a ship-builder of thirty years' experience, and who formerly carried on a yard at De Pere, Wisconsin, is now in this city, and from him we learn that he considers Portland an excellent place to start a shipyard, and that he can turn out vessels here ready for sea, fully as cheap as they do on the Atlantic side. Should the proper encouragement be given to him he will start work at once on a 1,500-ton vessel. A well conducted yard would give employment here to many men, and we hope something will be done to induce Mr. Sorenson to locate here. The unsafe condition of iron ships on long voyages and the falling off in the building of them, will now call for a fleet of first-class wooden ships. At Coos Bay, Oregon, and Port Ludlow, Washington Territory, it has already been demonstrated that we can turn out ships superior to the Eastern build. Take a walk down to our wharves, inspect a Maine built *Belle*, with her inferior deck planking and knotty spars, and then glance at one of our trim, western built sailers, and it will convince almost any one that here are the proper places for shipyards. We cheerfully copy the following from the *S. F. Post*, as concluding evidence why a shipyard should be started here:

Oregon and Washington may be made the leading shipbuilding States in America, and supply the ship-owners of Europe and the United States with



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wood-built ships, provided such ships can be built at a cost that will admit of a sale in European ports at a profit. The sale of an Oregon-built ship in Europe at a profit is the sale of so much Oregon timber in Europe at a profit, and it is probably the only shape in which Oregon timber can be sent to that distant market.

Liverpool is the principal mart in Europe for the sale of new ships. Intending purchasers from the continental ports go there to buy ships, and Liverpool itself is a great ship-owning town. Liverpool is also the destination of two-thirds of the ships that carry the productions of California and Oregon to Europe. It is, therefore, to Liverpool that ships built on this coast for sale to European customers would be chiefly sent, and the freight on a wheat cargo to that port must become an important factor in estimating the probable profit and loss on the transaction. Exports from San Francisco and Portland to Europe largely exceed the imports from those countries in bulk, and this excess of bulky exports is increasing with every year of average production; consequently more tonnage is needed to carry our exports away than is required to bring our imports in, and the chief reliance of ship-owners who send their ships to us is in the return freights on our produce, cargo being frequently brought here at an almost nominal rate of freight. Each succeeding year sees our advancing independence of foreign supplies of coal and other bulky cargoes on which ship

owners could earn paying freights in former years. I believe it is therefore safe to estimate £3 from San Francisco and £3 10s from Portland as the average rate of freight to Liverpool in fair wheat years. At less than those rates for a return cargo, and in the absence of an advance in freight this way, which is very unlikely to occur, European ship-owners cannot afford to send their ships here. The tendency of inward freights to recede, and of outward freights to advance, will be a substantial aid to the Oregon ship-builder who wishes to send a new ship to Europe for sale. A ship of 1,000 tons should carry 1,600 tons of wheat, which, at £3 10s per ton, would give a freight list of £5,600, her expenses from the beginning of taking in cargo at Portland to its discharge at Liverpool should not exceed £4,000, leaving £1,600 towards the reduction of her cost.

A new ship of the same tonnage starting from St. John, New Brunswick, or from Quebec, with deals would not make more than £1,000 to £1,200 freight, out of which her expenses of loading, her run across and port charges in Liverpool must be paid, the last being the same as the similar charges on the Oregon ship. The Oregon ship would be placed in Liverpool with quite \$15,000 more to her credit than the other ship could show, which would be so much gain on her cost, provided the cost of the two ships was equal when they began to load, the one at Portland, the other at St. John, New Brunswick.



TUMWATER FALLS, W. T.—From a Photo by Chas. J. Huntington, Olympia.

OUR CHERRIES ABROAD.—The publisher of this paper sent a box of cherries to California. This is what the *Record-Union* says of them: "R. Levy received yesterday a box of cherries from Portland, Oregon—very superior fruit in every respect, and by its excellence attracting great attention."

OUR WHEAT.

The bountiful harvest, just being stored in this State, naturally suggest the next move, namely: When shall we sell? Some of our self-constituted advisers kindly (?) undertake this part of the harvest-work for our farmers, which, by the way, we consider an insult to every intelligent producer in this State. Nearly all business calculations being made by precedent, we consider every farmer, with the proper figures before him, fully capable of determining for himself when the proper time comes for him to sell his produce. Our market here depending considerably on the San Francisco quotations, we present to our readers, in this issue, a table showing the price of wheat there for the past ten and a half years. Always remembering that San Francisco quotations are generally from 20 to 25 cts. per cental higher than Portland, on account of the difference in freight, this table, closely studied, will materially aid the intelligent producer to determine for himself when to sell his wheat.

TEN MILE.

While people in search of a home complain that all the best land is taken up, there is within a short distance of the waters of Coos Bay, a large section of as good land as lies out of doors, unoccupied and awaiting only the advent of the industrious immigrant to transform it into a flourishing settlement. We allude to that portion of country known as Ten Mile, in Douglas county, and which is at present only partially settled. The soil is the richest bottom land, covered with a growth of willows which can be very easily cleared. Land of this description presents greater advantages to the immigrant than almost any other, for the reason that it does not take so much labor to clear it. One of the greatest objections to myrtle bottoms, is that although the land is as good as can be desired, almost a lifetime is required to clear a farm for cultivation. The willow growth in the section we speak of is small, and the logs can be easily handled by one man. There are about fifteen families settled around Ten Mile, who have comfortable houses, considerable stock, and quite an area of land under cultivation, although many of them have not resided in the vicinity much over a year. Right in the midst of this settlement are two beautiful lakes which is the frequent resort of the tourist, attracted thither by the trout which abound in them. Ten Mile has not been surveyed yet, but it is expected it soon will be. There is room yet for fifty families, and it is fast settling up. The residents are about to apply for a county road to tide water on Coos Bay, which will only be a distance of six miles. When this road has been put through, the mail, instead of going up the beach, will go through the settlement to Schofield Creek, (about five miles from Ten Mile lake,) and thence to Gardiner. This will have the effect of removing many drawbacks under which this thriving section has too long suffered, and bringing it into the prominence which its many advantages so well merit.

"Cleanliness is next to godliness," we learn from Holy Writ. Those who believe in this sentiment should enforce it by patronizing the American Laundry, John Holmes, proprietor, whose order slate can be found at Ike Blum's, corner First and Alder streets.

Little Susie, looking at some pictures of winged angels, exclaimed: "Mamma, I don't want to be an angel. Why not, dear?" "Humph! Leave off all my pretty clothes, and wear *fedders like a hen!*"