

schools. In other words, we need a compulsory education law, and before we built a State University, and equipped a State Agricultural College, we needed a State Normal School for the training of teachers, and a State Reform School in which to educate those of our youth who are too unruly to be allowed in the common schools. The money which has annually been spent in the support of the State University and the Agricultural College, for the benefit of a select few, if it had been used in maintaining a State Normal School, would have benefited every school district in the State, by sending them trained and skillful teachers.

Massachusetts was the first State in the American Union to establish Normal Schools. There are now 137 of these schools in the United States with over 29,000 pupils and 1,000 instructors. Ohio and Pennsylvania each have 12 Normal Schools, New York has 9, Illinois and Missouri, 8 each, and Massachusetts 7.

It is sometimes claimed that a thorough knowledge of the subjects to be taught is all that is necessary for successful teaching. But observation, reason, and experience, alike concur in refuting this assumption. It is well known that many of the best scholars utterly fail as teachers. Why should this be the case if mere literary attainments are sufficient?

It is absolutely necessary that teachers should possess high scholarly attainments, but other qualifications are equally necessary. The power to communicate; a keen insight into, and a warm sympathy with the child's nature; a mastery of the art of questioning; the ability to command, control, and influence the young; a knowledge of the history and nature of education; of school organization and management, and of the best methods of conducting the complicated operations of the school—all these, and many other things, are quite as important as high attainments in literature, science, and arts. And the young teacher must be trained by instruction, practice, and criticism, to a knowledge of these principles and methods, and to their judicious application to the details of school work. These principles cannot be learned and applied by the great mass of teachers in a State University or in an Agricultural College—they must be learned in institutions especially set apart for the work.

Experience has demonstrated conclusively that a system of schools without agencies for the special preparation of teachers, is not a complete system, but merely a fragment; and, like a disordered machine, is incapable of fulfilling its beneficent designs. So long as schools are needed for the education of the people, Normal Schools will be needed for perfecting and strengthening them, and enabling them to accomplish the purposes intended. Every citizen should carefully consider the situation and use his best endeavors to secure a *whole system*, the common schools and its naturally related agencies. Until this policy shall have been adopted and faithfully put into practice by the masses of the people, our schools can never adequately accomplish their beneficial purposes, or command that confidence and respect to which, as the promoters of civilization and progress, they are so pre-eminently entitled.

POUNCE.

THE WEEKLY WEST SHORE.

The first number of our Weekly will positively appear in July. This delay is found necessary in order to enable the publisher to perfect certain arrangements, so as to issue it at once complete, and to prevent the necessity of apologizing for this or that defect, as has been the habit with most new publications. Our Weekly will be a journal for the merchant, mechanic, miner, and farmer, as well as for the household. Under no consideration

will we admit literature of a flashy or sensational nature. In fact, it will be conducted on the same principles that have governed the MONTHLY WEST SHORE since its publication, for nearly three years, always high-toned, and never stooping to a small act to gratify personal malice. We shall, as heretofore, devote considerable space to the resources of the Pacific Northwest, and to the preservation of historical items. Our friends can materially assist us by calling the attention of their neighbors to this enterprise, and we shall endeavor to merit whatever interest they may take in us by giving them a first-class Weekly for \$3 per year.

A CHANCE FOR POOR IMMIGRANTS.

A splendid chance for poor immigrants is now offering in Idaho. Mr. Wm. B. Morris, resident of Boise City, owns, near town, about 20,000 acres of what is known as desert land, and which he is now reclaiming, having constructed an irrigating ditch of seven miles in length, at an expense of over \$40,000. From the lower end of the

ments, and supplied with seed, etc., the object being to afford an industrious settler the opportunity of acquiring a farm and homestead without investing any capital but the labor of his own hands.

The available capacity of the irrigating canal will suffice to water 10,000 acres for the first year, and from 15,000 to 20,000 acres the year following.

AN OLD STAGER.

Whilst at Boise City, Idaho Territory, lately, we had the pleasure of meeting Mr. E. Payne, a retired stage-driver. He drove steadily for nineteen years, up to May 1st, 1878. On the 5th of May, 1859, he drove one of B. B. Haywood's (now of Walla Walla) Salem and Oregon City 17-passenger Concord coaches, the fare between those points then being \$5. On the 14th of September, 1863, the first stage coach drove out of Portland, on the great overland route, and Mr. Payne handled the ribbons on the run from Portland to Salem.



YOUNG'S RIVER FALLS, CLATSOP COUNTY, OREGON.

main ditch, two miles of smaller ditches have been constructed for distributing the water over the land.

In order to severely test the productive character of this sage-brush table land, nearly two sections were put in this season in wheat, barley, oats, rye and grass, including some 10,000 fruit and forest seedlings. An area of some 16,000 acres of land west and north of the strip placed under cultivation, will be offered to the poor and industrious immigrants under the most favorable terms. He will be permitted to settle on 40, 80, or 160 acres, on the condition of improving all the land so occupied within three years. He will have the use of the land and water right free the first year. The second year he will be charged one-third of the crop raised on the land—and also a third of the crop for the third year. At the end of three years he will have the option of purchasing the land thus settled upon at from \$2.50 to \$5 per acre, payable in convenient installments. The settler, when needful, will be assisted in making improve-

OUR QUACKS.

Under the head of "The Red Flag of Danger," we, in the last issue, cautioned our readers against a pack of unprincipled scamps now infesting our State, who sail under the name of Doctor. We particularly cited a case where a fellow, a former barber of San Jose, was now roaming over the country as a French doctor. One Matthieu Souville called at our office during our absence, and claimed that he is the one meant. All right, Mr. Souville, as you claim the honor of being the quack we spoke of, we have no right to dispute your word. A guilty conscience needs no accuser. Next.

WIDE AWAKE.

An excellent magazine for young folks is "Wide Awake." It is published by D. Lothrop & Co., at Boston, Mass., for \$2 per year, and is well worth the subscription price. Its articles are of more than ordinary merit, and its beautiful illustrations make it a desirable companion for the young.

THE OREGON.

In supplement form we present our subscribers, this issue, with a beautiful lithograph of the iron steamship Oregon, as well as her gallant commander, Commodore Francis Connor. The Oregon is one of the fleet of first-class steamers running between San Francisco and this city, and is the property of the Oregon Steamship Company, to whom our citizens are indebted for the many improvements effected in the travelling facilities between Oregon and the outside world. Well do we remember when a trip from Portland to San Francisco was considered quite an undertaking, and in fact, it took from six to seven days sea voyaging to accomplish it; now it is usually made in from two and a half to three days and, indeed, the Oregon has accomplished it in forty-seven and a half hours running time, a distance of six hundred and seventy miles. The appointments are first-class in every particular; nothing has been left undone to make it comfortable and agreeable for passengers, and for this purpose

\$320,000 were expended before she was ready for sea—she is, without a doubt, the fastest ocean steamer on the Coast, and her builders, Messrs. Roach & Co. of Chester, Pa., may well feel proud of her workmanship. The Oregon is two hundred and ninety-four feet long over the twelve foot water line, and three hundred feet over all; thirty-eight feet beam moulded. Her depth, from base line to top of spar deck, is twenty-five feet ten inches; depth of hold twenty-three feet ten inches. Her tonnage is 2250 tons. The capacity of her coal bunkers is six hundred tons. She has two compound surface condensing engines, 1636 horse power. Her boilers are four in number, each twelve feet eight inches in diameter, and ten feet six inches in length. The working pressure is eighty pounds to the square inch. The propeller is of the Hirsch pattern, having four blades capable of being removed either singly or together from the hub to which they are fastened by bolts. The diameter of the propeller is fifteen feet, and the mean pitch is twenty-four feet nine inches, to revolve seventy times per minute.

The vessel has three decks besides the hurricane deck. The spar deck is entirely of iron; the main deck is partially of iron; the deck frames are all iron, fastened in the most secure manner known in naval architecture. She has accommodations for 175 first-class and 400 steerage passengers. Her interior is dazzlingly beautiful; the paneling is composed of maple, French walnut and ebony, trimmed with gold. Her upholstery, carpets, mirrors, silver service, cutlery, glassware, and table linen, are of the latest and most expensive patterns. In her equipments the "Oregon" is the most perfect vessel afloat; all that science and experience could do to make her so, has been done. Her commander, Commodore Connor, has been on this line for nearly 28 years. Making the trip in such a ship, with such a captain, one connected with no greater danger than going to Astoria on a river steamer. The company's business in New York is attended to by Mr. H. Villard, the president. At San Francisco the elegant offices on Battery street are presided over by Captain Van Oterendorp, the well known trans-Atlantic captain, who is the general agent of the company, whilst in this city their interests are closely looked after by our genial friend, Weidler.