

panorama of sylvan and mountain scenery that pales the limner's art and impoverishes our language to adequately portray.

Having taken our first glimpse of the sleeping Sound and sniffed the salt sea air, we take steamer passage for Victoria either at the capital city or Tacoma, just as fancy may be inclined to dictate. This wonder of inland seas, with its labyrinth of inlets and indentations, is traversed in a few hours, when we find ourselves dancing over the blue waters of the Strait of Fuca, a veritable arm of the North Pacific, and, in point of accessibility and spacious anchorage, second to no harbor on the globe. We arrive at Victoria, betimes, and marvel that a city of mid-winter flower gardens, nay, a city affording all the delights of a semi-tropical climate, can boast of forty-eight degrees thirty minutes north latitude. Victoria is the metropolis of Her Majesty's north-western possessions, and it is unqualifiedly pronounced by visitors a beautiful city. But duty calls, and we must return.

Having repaired to Beacon Hill and taken a parting glance at the snow-clad shaft of Mount Baker, we make our toilet for the homeward-bound trip.

For the sake of "completing the circuit," we will court the favor of old Neptune, and take the steamer from Victoria to Portland direct. A day and a night on the bosom of the great deep, and Cape Disappointment heaves in sight. The bar is crossed, a few hours suffice for our pilot to moor us at the company's wharf, and we once more saunter through the streets of Portland. So this is the way we travel.

It was a German editor who said that thieves were so scarce in America that a few had to be offered for them.

OUR FAIR.

The Portland Mechanics' Fair for 1880 will open in the Pavilion on October 7th, and close on the 23d. The great success of the Fair of 1879 has induced the Society to make still greater preparations for this season. The capacity of the building is being doubled, so that when completed, in time for this year's Fair, it will be 200 feet square. The floral department will include a beautifully laid-out garden, with artificial waterfalls, grottos and romantic promenades. No pains are being spared to make the Fair of 1880 the finest exhibition of the industrial resources of the Pacific ever made in this State. By excluding all species of gambling schemes or exhibits of a



UMATILLA HOUSE, THE DALLES.—From a Photo by F. J. Gehres.

doubtful character, the Society has won the confidence of the public, thereby securing a liberal support. As a rule, it will be found that the most meritorious exhibitions secure the best support, thus proving conclusively that "horse trots" are not absolutely indispensable to make a successful Fair.

To the energy and pluck of Mr. H. D. Sanborn, is principally due that we are now having a Mechanics' Fair in this city. The initial Fair was entirely arranged, managed and successfully carried out by him, and this acted as the stimulus which brought the present Mechanics' Fair into existence.

The officers for 1880 are: President, Frank Dekum; Vice President, Peter Taylor; Secretary, H. B. Nicholas;

Treasurer, Wm. M. Ladd; Superintendent, E. Oldendorff. Board of Directors—Frank Dekum, Peter Taylor, Chas. Hodge, A. T. Smith, D. P. Thompson, Wm. M. Ladd, Geo. W. Weidler, W. Kapus, W. B. Honeyman, H. W. Monnastes, A. H. Morgan.

THE DALLES.

One of the liveliest business places in Oregon, to-day, is Dalles City, or, as it is better known, The Dalles. It is the county seat of Wasco, and has a population, as per census just returned, of 2,600. Like all other places, it has had its ups and downs, but never has it been on so firm a footing as at present. Its present prosperity is not the result of any mining or other excitement, but

arises from natural growth. As the country is settled up and the heretofore vacant lands are occupied by thrifty farmers, its peculiarly central location—allowing for but natural growth—insures for Dalles City a population of at least 5,000 at the close of the year 1882.

Our engraving of the principal business street will give our readers a general idea of the substantiability

of the place. The residences are neat, have well-kept lawns surrounding them, and some of them would be a credit to a city with 20,000 inhabitants. In a future number we intend to illustrate two or more of the handsomest residences.

Since the last disastrous fire visited The Dalles, from which the place has, however, entirely recovered, the citizens have organized into an efficient and well-drilled fire department, consisting of 125 active members, under the general command of Geo. Munger, Esq., the present Chief Engineer. The department owns an Amoskeag steam fire engine, one Honeyman engine, besides hose-carts, hooks and ladders, and other necessary apparatus