

inspection at the coming World's fair. Of course, Gov. Perkins is working, in the main, for California, leaving other governors and other legislatures to attend to their own respective concerns as touching this general business.

And now, to come straight to the point, the very gist of this article, we would like to know if anything of a similar nature will be done by our own state authorities? This is a question of no small importance to the people of this state; and it is high time that the subject be brought to the notice of those authorized and qualified to act officially and effectually in the matter.

Let our agricultural societies see to it at once that Oregon shall be represented at the great exhibition of 1883 as her best interests demand. Some of our own friends may think we are premature in urging this business at so early a day, but we have only to repeat what we have said, that other parties are already in the field, fully determined that their own interests shall be justly subserved. Oregon has thousands of acres of good land to sell to the hardy yeomanry that is certain to cross the Atlantic immediately after the great council of nations at New York shall close, and there is no reason why she should not induce a good-sized branch current of the prospective immigration to flow into her borders.

The fair commissioners for each state and territory were appointed by the head managers some time ago, and many of them have gone into active operations with the view of justly and profitably representing their respective claims at the great convocation, and nobly serving their state constituency. As a parting word of caution, we repeat, let our own commissioner and our own people be on the alert.

THE WIDE WEST.

Ever since the growth of the country east of the Cascade mountains began to indicate that the people of that section had turned their attention to something more permanent than placer mining, the necessity of better traveling accommodation was made apparent to the Oregon Steam Navigation Company, of which the elder Ainsworth was the moving spirit. He knew that his company was receiving the highest rates of freights and fares of any steamboat corporation in America, and that it

would be made the subject of hostile legislation unless first-class accommodations in the way of speed and comfort were furnished to the traveling public.

He had a splendid lieutenant at his side, in the person of John Gates, the company's consulting engineer. In fact, he was exceedingly fortunate in his choice of subordinates, and when he once secured a competent officer, he did not propose to let him go. With Gates to model the hull and machinery, and Holland to construct the vessel, it was no wonder that Oregon now boasts the handsomest fleet of stern-wheel steamboats of any state in the Union. And in 1877, about the middle of June, on the present site of Ainsworth dock, was laid the keel of the palatial steamer Wide West; a boat of which it may be truthfully said that she was built upon honor.

Her hull is 215 feet long and about 236 feet over all, which of course includes the "waterfall" enclosing the wheel. She is of 39 feet beam, giving her great carrying capacity. Her hull is divided into 84 water-tight compartments, each of which is provided with a steam syphon to discharge leakage water. This, of course, requires a great deal of extra timber and necessary made the hull strong enough to bear immense weight upon the decks. She can carry about 550 tons of wheat without swashing her guards in the water, and would have been able to carry 120 tons more had her hold been made a foot deeper. In this respect and this only, she is inferior to her consort boat, the R. R. Thompson, built one year later, and now plying between the Cascades and Dalles. In all other respects she is the finest stern-wheel boat in the world.

Her propelling power consists of two horizontal high-pressure engines of 28 inch bore of cylinder and 95 inch stroke of the piston. These engines were built by Pusey, Jones & Co., at Wilmington, Delaware, from drawing and specifications made by John Gates in person. They are exact duplicates of those in the R. R. Thompson, built by Harlan & Hollingsworth at Wilmington. They are provided with an independent cut-off, designed by Mr. Gates, which is a great reduction of steam in the cylinders and as a natural consequence, a great economy of fuel.

These engines are driven by a sec-

tional boiler of great length, of the fire-box model and having an "elephant saddle" or combustion chamber about two-fifths of the distance back from the fire-box which distributes the heat evenly between the upper and lower tubes of the boiler. On the muddy Missouri or Sacramento rivers, such a boiler would need cleaning every other day, and would be utterly useless for that reason. But the water of the Columbia river is so comparatively free from sediment, that these boilers work splendidly if washed out once a week. In the breeching of the boiler, is a spark arrester consisting of a wire screen, against which, the sparks are thrown by the force of the exhaust and fall down into a pit, while a jet of water from the donkey pump plays upon them and washes them out through the side of the hull. This saves an immense amount of paint for the upper works, and keeps the upper deck always clean. Donkey pumps are used also to feed the washstands and work the hydraulic steering-gear, of which more anon.

Passing from the main deck to the boiler deck, first we enter the "social hall," which has ten state-rooms with two bachelor berths in each. The steam drum comes up into the hall and is neatly jacketed as a receptacle for valises, overcoats, etc., while the boat is under way. The purser's office is on one side of the hall, and the freight-clerks' on the other. This hall is done in a delicate tint of lilac, and the floors are covered with mosaic oilcloth. We now enter the dining-room which has twenty-two large and commodious state-rooms, each provided with a three-quarter bedstead for two persons, while above it is a single berth. These rooms and those in the ladies' saloon, are all of uniform size and contrast favorably with the cramped up little dens called state-rooms on the eastern steamboats. This room is painted in pale lemon color with gold beads in the door panels, and carpeted with rich Brussels covered with snowy duck. The dining tables and chairs are of Oregon ash, veneered with burl maple, everything betokening home industry.

The ladies' saloon is of different tint from the other sections, and contains six rooms—one of which is fitted up as a ladies' toilet. The pumps keep continuous jets of water playing, while the boat is in motion, so that no offensive effluvia taints these sumptuous cabins.