

OCTOBER.

In the circle of the months October plays no common part. Spring is all promise. Summer follows the bloom and perfume of May with the ripening influences of July. Autumn follows seed time and harvest with the lusciousness of fruition. The sun has withdrawn from the zenith and surveys the lately fevered landscape from a distance. The slanting rays fall with tempered force. The contest now raging between heat and frost is borne witness to by the rich October foliage that glows on the autumnal air with the hues of the ripened and dying year. But time has in unfailling round brought here again the fruition of all the hopes and labors of the husbandman, for his granaries are full and overflowing, and his barns piled up with plenty. Now he gathers his reward for the faith and toil expended through seed time and harvest, and realizes the delights of Harvest Home. Like the strong man who, in his prime, looks back upon the timely labors of his younger and maturer years to find that well-expended effort has earned for him and his a reward of plenty and abundance, so grand October, with yet strong sinews, though his crown and beard are touched with the frosts of time, stands like a patriarch amidst his children and his sheaves, and quaffs his willing welcome in the vintage of the accomplished year.

Throughout the Northern nations now, the willing earth pours out its noble stint of corn and wine. The squirrel gathers in his harvest from the abundant mast; the bee has stored his wealth of sweets and waits the Winter. All nature has prepared to drop its mantling green; and when November winds may come, forest and orchard shall meet them with bare boughs. But everywhere, if we but look, fruit buds have formed to wait the coming of another Spring, and, with the ripeness of another Summer, turn to luscious fruits. 'Tis well with all of us, when turning to the yellow leaf that marks the October of our lives, if the baring boughs are found like nature's woodlands, clothed with the promise of a future life—made precious by the harvest part, and rich with the promised vintage of a life to come.

HENRY VILLARD, Esq., accompanied by a number of distinguished European and Eastern capitalists, arrived here on the steamship Columbia, on a tour of inspection. Residents of the Pacific Northwest have every reason to feel grateful to Mr. Villard for the prosperity we are now enjoying and set on foot by him, not only by his investing his own large capital here, but by enlisting almost unlimited capital abroad to prosecute and carry to completion the immense railway, ocean and river navigation system mapped out by him. It is safe to estimate that at present more than 10,000 people find remunerative employment in the Pacific Northwest through Mr. Villard's various enterprises, and these 10,000 in turn keep up large numbers of merchants and artisans. These all combined are heavy consumers of the farmers' products, so that every branch of occupation is directly benefitted by the pluck and enterprise of Mr. Villard.

ASTORIA.

In this issue will be found an excellent and faithful picture or the best portion of Astoria; and the important relation this city bears to the whole Columbia region justifies that we shall give fair mention of its present and prospective importance.

Astoria was founded three-quarters of a century ago by John Jacob Astor, as it was the first location made for the prosecution of the fur trade on the North Pacific. That early history has been read in various forms, the most attractive being that contained in Washington Irving's charming narrative. It is still possible to recall the site of the old structures erected by Astor's company in the outset, by the outline of the embankment, now almost obliterated, they threw up around their palisades.

Whatever may affect the commerce of the Columbia in years to come, we may look upon Astoria as the permanent depot for supplies—the actual seaport of the Columbia—and the point where all heavy ships must complete cargo. This has necessitated the construction of warehouses and wharves of great capacity, and they will increase in number and capacity as the commerce of the region develops. A glance at the map shows the favorable position the city occupies. So far as the lower

river is concerned, it bears an important relation to all parts as the depot for export and supply. We will briefly recapitulate its advantages.

Astoria has an intimate connection with the salmon trade; the thousands who man the fishing boats and constitute the working force for fisheries and canneries, make their headquarters at this place, and from here the great quantity of supplies needed for these fisheries is drawn. The lumber mills along the Columbia swell the Astoria trade. The shipping that comes and goes is constantly on the increase; and this trade in many lines of goods is important, and demands many vegetables, fruits, meats, etc., that make a cash market for products of farmers of that section; so that it is understood that Astoria is the best market in the State for farm products. The prosperity of the surrounding country of course keeps pace with that of the town. Clatsop has many fine farms; up the bays and streams to the south there is a good country that is developing fast, and all along the river settlers are making clearings for miles back, and becoming producers and consumers, in both of which capacity they benefit Astoria.

That city is fast acquiring wealth, and when her citizens gain in fortune so that they can embark in greater enterprises, there is certainty that they will build up their town, because they possess public spirit to a remarkable degree. It will be seen that the various interests which center here are sufficient in themselves to build up a good business center. But our bird's-eye glance has not gone out of sound and reach of the Columbia river, whereas, we must recollect that Clatsop county has a good area of soil fit for cultivation as soon as it can be cleared of brush and timber, and there is a good section of country extending north from Baker's bay, with out-put at Ilwaco, that will eventually trade at Astoria, and bring its products to that point, comprising a great portion of Chehalis county, and all of Pacific county, in Washington. All things considered, the future of this city must witness continued progress.

Let us now look at the expectations its citizens have of business connection with the Willamette and Upper Columbia regions. The railroad system