

of a silver cord running down the side of a great cliff until it is hidden in an undergrowth of verdure. Rooster Rock and Castle Rock are familiar landmarks on the Columbia—the former being so near Portland as almost to be considered in the suburbs. Differing somewhat in shape, there is, nevertheless, a similarity between these great basaltic piles, fringed with evergreens as they seem to shoot up from the depths of the river like great monsters of a-by-gone era. They are visible for miles along the river and stand out in relief so bold that once seen they are stamped upon the memory forever. It is said that the picturesqueness of Castle Rock made so great an impression on Jay Cooke at the time when he was at the head of the Northern Pacific railroad, that he purchased it for the purpose of building upon or near its summit a handsome summer residence after the style of those owned by the wealthy New Yorkers in the vicinity of West Point on the Hudson. Our representation of these handsome formations are taken from photographs and are true in every detail.

The most awe-inspiring spot on the entire Columbia river, is at the point known as Cape Horn, a very good picture of which accompanies this issue. Like another Gibraltar, it rises from the water's edge, until crested by the clouds, commanding the river in both directions, sublime in its immensity. Even the waters of the proud Columbia are hushed at its base, and silence and solemnity reign, as if in obeisance to its might and in reverence to its majesty. Cape Horn is indeed the monarch of the Columbia, and without doubt one of the grandest works of nature in the world. Another point on the Columbia, fraught with interest to the tourist, is the Old Block House and the Upper Cascades. Strategically situated, it was here that the early pioneers of the Pacific Northwest made a stand against the combined Columbia river tribes of Indians, and after hard fighting and many vicissitudes "carried the day." Though fast falling into decay, the Block House still stands as a souvenir of the past and a spur to the memory of those who would forget the hardships of the brave pioneers who came ahead and made Oregon a place for our homes. The Block House is empty now, but is no less filled, figuratively, with incidents

of interest, and as long as it can hold together it will be an historical monument to be cherished by all. The cascades of the Columbia at this place are not unlike the "Whirlpool" of the Niagara river, only the volume of water is greater and the flood swifter and more terrible in its angry surging. It is one vast field of foam, rocks and roaring waters. It is a grand sight, and no matter how often seen invariably attracts interest.

Not to confine this issue entirely to the beauties of the Columbia river, any more than the beauties of Oregon are confined to that majestic stream, we have prepared two views of the Willamette, one of the locks at Oregon City and the other a view just out of Portland on the White House road. As before mentioned, especial care has been taken with the picture of the Willamette Locks, and a likeness of the steamboat Fannie Patton passing through them has been expressly engraved for the purpose of showing the workings of that important factor in the inland commerce of Oregon. In the distance rises the spray of the Willamette Falls like clouds of steam, and across the way are the famous flour and woolen mills of Oregon City. The locks are a canal built at large expense around the falls of the Willamette so that the old style of unloading and reloading at the Oregon City basin could be obviated. The work is of solid stone, the property of the O. R. & N. Co., and an ornament to the state.

Our little White House road picture will give to the tourist, we hope, a favorable impression of the beautiful drives that surround Portland. A green sward running to the water on one side, a forest of firs on the other, with here and there a glimpse of busy Portland in the haze of distance and smoke of thrift, while the Willamette stretches out flashing before us in the sunshine, and the background is made up of the distant Mounts Hood, Rainier and St. Helens, snow clad to the waist, standing out against the sky like the tents of some giant soldiery. One's eyes cannot turn in any direction without being confronted by some beautiful vision or opening to view some avenue of loveliness. It is a constant feast of the picturesque in this paradise of nature—and if our souls are not brought the nearer to the Creator by it, it is not because His hand is not plainly visible in it all.

HOMES FOR MILLIONS.

For the benefit of immigrants and especially for people, even here at home, who by some means have got possessed of the idea that there is but little desirable land left for settlement in the Pacific Northwest, we have gathered information from the railroad and different United States Land Offices, which will convince any one that we have room for millions of families who may be willing to come here, carve out homes and become independent by industry and frugality. Intending immigrants must remember that crops never fail here, and that the death-rate is lower than in any portion of the world. We have no extremely hot or cold weather, are never troubled with epidemics, and the wealth of the inhabitants per capita is greater than in any other part of the Union. The Bureau of Immigration in this city, located on North Front street between C and D, under the management of Paul Schulze, Esq., makes a magnificent display of cereals from different portions of Oregon and Washington. Immigrants on arrival here are invited to call, inspect and judge for themselves what the country is capable of producing.

The land grant of the O. & C. R. R. is 2,560,000 acres; only about 150,000 acres of this has been sold, and there yet remains more than 2,400,000 acres. Three fourths of this is good arable land. To actual settlers this land is sold at from \$1.25 to \$7.00 per acre, paying cash a discount of 10 per cent on purchase price is allowed, or if preferable, ten years time can be had in which to pay for it.

The Oregon Improvement Co. have 15,800 acres of land in Powder river valley, Baker county, on the projected line of the O. R. & N. Co.'s railroad. Their plan is to improve the land and then sell it to settlers.

The land grant to the Northern Pacific Railroad, in the Pend d'Oreille division, extends from Wallula to a point near Lake Pend d'Oreille, distant from Wallula 225 miles, and covers the odd numbered sections in the district of country for forty miles wide, on each side of their road, which has been examined by commissioners representing the general government, and has been accepted. The lands in this division are now being offered for sale, amounting originally to 5,760,000 acres of railroad