

the city. Elsewhere will be found an illustration which will give the reader an idea of this boulevard as it now is.

The residences of the laboring class are not to be found in crowded tenement houses or narrow alleys, as in many cities. Each cottage stands in a lot by itself, and all are neat and comfortable; and even the most humble do not lack the adornment of some climbing rose, clinging vine or pot of flowers, to give evidence of the thrift, prosperity and contentment that reigns within. Poverty in its true sense is here unknown, for no one who is industrious and prudent can fail to provide for himself and family all the necessaries and even many of the elegancies and luxuries of life.

Of the institutions of our city, the first in importance, and the first in the hearts of all our citizens, are the public schools. These occupy four spacious and magnificent buildings, furnished with all the latest improvements, where some 2,800 children of the rich and poor meet on an equal standing, and under the care of 60 teachers receive an education so framed as to develop the faculties of body and mind, and to prepare the young student to fulfill all the duties which are likely to enter into the occupation of his future life. Two other public school buildings are now being erected at the north and south ends of the city, and when these are completed the city will have invested in school property the sum of \$200,000. The yearly expense of these institutions is over \$80,000 which is cheerfully borne by the taxpayers of the city, as the schools are their pride and boast. In addition to these a public high school, where all who have made the necessary progress are taught the higher branches. The Catholics have St. Michael's College and St. Mary's Academy, and the Episcopal denomination have Bishop Scott Grammar School for boys and St. Helen's Hall for girls, and there is also a German school.

The Portland public library, with its 11,000 volumes, and the Odd Fellows' and Catholic libraries, together with three daily papers, fourteen weeklies, one semi-weekly, and six monthlies, besides a larger number of Eastern and European papers and magazines than is taken in any other city of its size in America, furnish reading for all who desire. So much for education.

Our banks, seven in number, with a capital of \$5,000,000 and deposits aggregating about the same amount, have the entire confidence of our business men and the commercial world, and furnish all the conveniences and accommodations expected of such institutions for transaction of business. Although our population is not pre-eminently religious, our churches number a score, and though none of them are celebrated for cost or magnificence, they are commodious and well built, and are well attended and liberally sustained. All sects and denominations are free to worship according to the dictates of their own consciences. Gentle and Jew, orthodox and freethinker, even the despised Chinaman, has his josh-house where he practices his barbarous and heathenish rites unmolested in this land of liberty and religious toleration. Our city boasts a handsome and commodious theater, where the best talent that visits the Pacific coast present from time to time all the latest attractions in the theatrical line. A spacious pavilion has been erected, where every year is held a fair to exhibit the mechanical and agricultural products of our state.

Numerous hotels, none of them, however, noted for any particular grandeur, furnish accommodation suited to the tastes and means of their patrons. Right here it may be well to mention that a large hotel, conducted in first-class style, would be a paying investment here.

The elegant and costly temples of the Masons and Odd Fellows are ornaments to the city. Our citizens are well supplied with gas and water, at a fair price, and we have one of the most completely equipped and efficient fire departments in the Union. Our manufacturing interests are already large, and are rapidly increasing, keeping full pace with the growth and importance of the state.

Exclusive of the harbor view, the buildings illustrated in this number of the WEST SHORE were erected at a cost of \$955,000.

It must not be supposed that the present prosperity and importance of our city has been easily attained. Our progress has been greatly retarded by our long distance from and want of direct communication with the great business centers of the east. Two destructive fires have visited our city in quick succession, laying waste a large part of the business portion. The failure of the railroads started some years ago to make the promised connection with California and the east, all tended to diminish the growth and prosperity of our city.

But with the organization of the O. R. & N. Co., and its absorption of all the steamboat and railroad lines and the securing of the control of the Northern Pacific by the same management, a new and brighter era has dawned and the future greatness of Portland is now assured. When the overland road, which is being pushed forward vigorously, shall have been completed, and merchandise from the eastern marts, and immigrants from all the countries of Europe to occupy and till our vast areas of fertile soil, which so far has lain dormant for want of them, are landed in our city—when the extensive system of railroads contemplated shall have spread its ramifications to every fertile valley in the Northwest, and poured on our wharves the vast and ever-increasing products of the finest agricultural section of the Union; when on the completion of the railroad to California the magnificent steamships now running between here and San Francisco shall have been placed on the China route—then will Portland have entered upon a career which shall end in a greatness and prosperity far exceeding that ever dreamed of by her most sanguine citizens, and which will fully justify her claim to the proud title of the "Queen City of the Pacific Northwest."

FAIRS.

Managers of the different county and state fairs on the Pacific coast are making extra efforts for the season of 1882. At Washington county the fair begins on July 3d and continues one week, and never before have they offered so attractive a programme. Special trains will run from Portland daily at excursion rates.

The Clarke County Agricultural Society offers \$2,000 as premiums for their next annual fair, to begin July 27th. The Klickitat County Society offers \$1,000.

The Oregon State Fair opens Sept. 18th for one week, offers a well arranged programme, hangs liberal purses and deserves good patronage. The Portland Mechanics' Fair have not an-

nounced their opening day as yet but it will no doubt take place immediately after the Oregon State Fair.

The San Francisco Mechanics' Fair will, for the first time, this year occupy its own building on its own ground, representing a money value of \$250,000. Under the guidance of B. P. Con wall, Esq., the enterprising president of the Association, we had the pleasure during a recent trip to San Francisco, of making a tour through the building which is rapidly approaching completion and will be ready by opening day, August 15th. The exterior presents a neat appearance whilst the interior has been arranged with every possible convenience for the officers of the Association as well as the exhibitors. The garden is already assuming a most beautiful tropical appearance, and from what we saw and heard we have no hesitancy in promising all who may attend this fair a rare treat.

An organization has been formed called the Coeur d'Alene Railroad and Steamboat Company. The incorporators are W. H. Fife, J. P. Tiernan and F. E. Smith, men well known throughout the Territory. The object of the incorporation is to build, equip and operate a railroad and telegraph line from Rathdrum to a point on Coeur d'Alene lake, near the military post. Also to build and navigate steamboats on Coeur d'Alene lake and river and the St. Joseph river, and to build other lines of railroad in Washington, Idaho, Montana and Oregon. The capital stock of the company is one million dollars, and Spokane Falls, W. T. is the principal place of business. The line from Rathdrum to the Coeur d'Alene lake is located definitely. The company expect to build a road from the head of navigation on the St. Joseph river to Farmington in time to bring the next harvested crop into Spokane Falls. The line of the road to the lake from Rathdrum is of comparatively easy construction. Two steamers of light draft will be constructed at once. The material is already under way. The Rockford and Farmington countries are generally known to be the most thickly populated portions of our country and about the very finest wheat growing localities.

Several surveying parties of the N. P. R. R. are now at work each side of the Cascades range. Mr. Sheets and his men will leave the railroad at South Prairie and strike out for the Green river passes, one of which is favored by the Chief Engineer above all the Cascade passes explored. Mr. Ward on the eastern side has already made a definite location of much of the line and will complete his work shortly.