

Immigrants are warned not to be influenced in their land purchases by chance acquaintances. The proper places to obtain reliable information are the United States Land Offices, or at the Bureau of Immigration, representing the Northern Pacific, Oregon and California Railroad Companies, and the Oregon Improvement Company. They are especially warned against purchasing railroad land filing, until the same has been certified by the railroad land agent. A filing not supported by the other necessary conditions of the railroad company, has no binding effect on individual or corporation.

Having furnished our readers in this issue with a concise presentation of the land laws of the government, we feel it our duty to say that Northern Pacific lands, at \$2.60 per acre, are cheaper and more easily obtained than the government lands.

PORTLAND, THE QUEEN CITY OF THE NORTHWEST.

The city of Portland, the subject of the following sketch, is the commercial metropolis of Oregon, the second city of importance on the Pacific coast, and is pleasantly located on the west side of the Willamette river, about twelve miles from its junction with the mighty Columbia, and at the head of ship navigation, 110 miles from the Pacific ocean. It is noted for its wealth and the enterprise and public spirit of its citizens. Built upon a plateau rising gradually to the southward and westward, and sloping gently back from the river to a range of hills which form its western boundary, their summits being accessible by winding roadways, form beautiful eyries from whence fine views of the city and its surroundings can be had.

If the reader will, in imagination, accompany us there, he will see spread out at our feet, like a map, the busy bustling city, its streets crowded with vehicles of all descriptions; its harbor dotted with craft of all kinds—the ponderous ocean steamer, ships of many nations, swift river steamboats, and fleet pleasure boats. We present a view of the harbor, looking north from the city, and the fir-clad hills along the river, the windings of which from our stand-point can be seen for miles, from where it emerges from the wooded hills above the city to where it pours its waters into the Columbia. Allowing our eyes to wander across the Willamette, we see the thriving suburb of East Portland, running down in front of which can be seen the track of the Oregon and California Railroad, while winding out of a deep gulch and skirting the river bank, passing through the little town of Albina to the plain below, can be seen the O. R. & N. Co.'s road, soon to connect with the Northern Pacific and furnish what has been so long and so ardently desired by our citizens—direct communication with the east. On the plain below Albina can be seen the smoke of engines at work grading for the site of the extensive car shops, rolling mills, freight depot, etc., of the O. R. & N. Company, while along the bank the work of piling is in progress for the immense wharf, on which will be erected grain elevators and great warehouses for the storage of grain from the valley of the Willamette and the distant plains of Eastern Oregon and Washington. Just below a mammoth dry dock is being constructed, capable of accommodating any ship ever likely to visit

the port. (An accurate representation of this great improvement was given in our April number.) In this vicinity a bridge will be constructed to connect the railroad lines with the northern end of Portland, where will soon be constructed a grand union passenger depot, at an expense of \$1,500,000, the focus to which will center all the railroads of the Northwest.

Four steam ferries connect the city with East Portland and Albina, and looking east from these places, over green fields, fertile farms and wooded plain, we see the Columbia river and can trace its windings for many miles. On its eastern bank, directly in front of us, can be seen the town of Vancouver, and by the aid of a glass we can discern the stars and stripes floating over the headquarters of the commandant of the Military Department of the Columbia.

The background of the picture is formed by the distant Cascade range of mountains which stretches away north and south as far as the eye can reach, while towering far above can be seen the hoary summits of Mt. Hood, St. Helens and Jefferson, clad in perpetual snows, and in the far distance the peaks of Rainier and Adams can be discerned—the whole forming a view unequalled on the Pacific Coast, and perhaps nowhere can be seen such a varied and magnificent panorama of forest and stream, green fields and snowy mountains, on whose cool expanse the eye loves to linger before returning to the beautiful architectural structures of the city at our feet, over which blow the balmy winds of summer, cooled from contact with snow peaks and odorless with the spicy fragrance of the piney forests, making Portland the most pleasant and healthful place of residence on the coast.

Before attempting to give any description of the Portland of the present, a brief allusion to its past history will not be out of place, as this journal is intended to reach thousands in distant lands who have no knowledge of this matter. No musty folios need be searched for the chronicles of our fair city, for the man is still living who when in his prime struck the first ax blow in the unbroken forest which covered its site, and who can recount all the struggles of the early years, the successes of the more prosperous which followed, and in witnessing the proud eminence the city has attained can truthfully say, "All of which I saw and a part of which I was."

This pioneer of progress was A. L. Lovejoy, who while passing the site of the present city was struck with the advantages of the position and in 1843 took up a claim here of 640 acres, a half interest in which he gave a hired man named Overton in payment for his services in helping to clear away a portion of the forest which covered it. Overton sold his interest in 1844 to F. W. Pettygrove for \$50 and the same year the first log cabin was built. In the following year sixteen blocks were laid off near the river as the beginning of the town. Up to this time the place had no name. Pettygrove proposed Portland, and Lovejoy, Boston, in honor of the principal cities of the states they hailed from. The matter was decided by the tossing of a copper cent, and "Portland" won. For several years the growth of the embryo city was very slow. The discovery of gold in California turned the attention of the citizens of Oregon in that direction and in consequence of this excitement and the great scarcity

of labor but little improvement was made, and it was not till 1850 when the market of San Francisco offered fabulous prices for the lumber, fruit, flour, etc., of this state that prosperity began to dawn on Portland. In 1851 the legislature granted the city a charter, the boundaries of the corporation extending two miles along the river and one mile back; an election of city officers was held, and from this time may properly be dated the history of the city which at that time consisted of "only a few houses in the woods" the whole population not exceeding one thousand. Regular communication with San Francisco by steamship was soon established, shipping began to arrive from China and the Islands, and the development of the great mineral resources of eastern Oregon awoke the enterprise of our business men, and before long swift steamboats were navigating the waters of the Columbia and its tributaries in all directions. A newspaper had been established the preceding year, but it was not till two years later that the first brick building was erected.

The limits of the present article will not allow us to trace in detail the history of the city or the growth of its commerce. We will only add that in 1855 it contained one public school, one academy, four printing offices, about forty stores and a population of one thousand two hundred and fifty.

Portland, as we now behold it, has far outgrown the limits of the original corporation, extending along the stream north and south, and already beginning to climb the hillside, and is rapidly becoming one of the best built cities in the union. The population now numbers 28,000, and is rapidly increasing in wealth, as is evidenced by the expensive city improvements, the constantly increasing cost and magnificence of the business blocks and residences erected, and the display in our show windows, from year to year, of more and more costly articles of wearing apparel, jewelry, furniture and merchandise of all kinds.

From our elevated stand-point we can see the business streets next the river, lined with spacious, elegant and substantial blocks of brick, iron and stone, which are not surpassed in cities of much greater age and pretensions. To attempt any description, however brief, would exceed the limits of this article, and we must refer the reader to the beautiful and truthful illustrations elsewhere for an idea of the business quarters of our city.

Further back from the river we see the residence portion of the town, the most striking picture of which, from this distance, is the great abundance of foliage, giving this section the appearance of a vast garden, the embowered streets appearing like vistas in a forest, on either side of which rise the homes of our wealthy citizens—many of them of beautiful design and magnificent interior furnishings—each surrounded by gardens, tastefully laid out, and embellished with a profusion of trees, shrubs and flowering plants, all of which grow and blossom in luxuriance in our genial climate and fertile soil. A specimen of a Portland home will be found amongst our illustrations.

Through the entire length of the city, a distance of two and a half miles, with but a single break, can be seen extending a row of blocks set aside as a park. These are planted with trees and lined on either side with handsome residences, and when contemplated improvements are completed, it will form a boulevard which will be a credit to