

REDUCED RATES OF TRAVEL.

The O. R. & N. Co. and N. P. R. R. Co. have reduced the rates of fare over their lines for the summer season of 1882, and are now selling round-trip tickets at the following rates:

Portland to the Cascades—65 miles up Columbia river, occupying two days, \$3.00. Portland to The Dalles—110 miles up Columbia river, occupying two days, \$6.00. Portland to Oregon City, 12 miles up the Willamette river, occupying two days, \$1.00. Portland to Ilwaco—100 miles down Columbia river, to seashore; ticket good for season, \$4.00. Portland to Astoria and the seashore—110 miles down Columbia river; ticket good for season, \$2.50. Portland to Olympia and Tacoma—120 miles; Columbia river, Northern Pacific Railroad and Puget Sound, occupying three days, \$9.00. Portland to Seattle, 167 miles; Columbia river, Northern Pacific Railroad and Puget Sound, occupying four days, \$9.60. Portland to Victoria, B. C.—260 miles; Columbia river, Northern Pacific Railroad and Puget Sound; ticket good for season, \$15.00. Seattle to Sehome—121 miles down Puget Sound; ticket good for season, \$8.00. Portland to Alaska—Columbia river, Northern Pacific Railroad, Puget Sound, Straits and Bays, occupying three weeks or one month, \$85.

A COMPARISON.

An exchange says:

"The Nevada papers think that state on the threshold of a great problem that will be presented for solution. It is based on the general belief that the Comstock lode will no longer pay for working, and will be abandoned. Then come the questions of the effect on the state, and what the people will do. The *Reno Gazette* says Nevada has lived the life of a drunkard for twenty years, and now that the stimulant is about to be withdrawn, she must go to work to build up her system, develop all her natural wealth, look to agriculture, economize, save, get out of debt, and in time become independent, and wholly recover from her gambling debauch."

It would be almost cruel in us to draw a comparison between the above state of affairs and the conditions presented by such agricultural regions as the Pacific Northwest. While we have rich mines, it is not probable that our people will ever be enticed into the rut of such lives as the history of Nevada presents. No wealth is more steady more solid, than that based on agriculture.

The loss at the Colfax fire foots up to \$368,000; insurance \$197,000.

The Palouse branch of the N. P. R. R., is being pushed vigorously. Already several miles of track have been laid, and grading is advanced some miles beyond. The scenes at Palouse Junction are enlivening. When completed, this road will greatly benefit the fertile Palouse region. The work will be continued uninterruptedly until Moscow, Idaho is reached. At that point, the famed Pot-Latch country will be drained, and the great boon offered by direct transportation will prove a lasting benefit to regions at once enterprising and productive.

The railroad between Walla Walla and Pendleton has been definitely decided upon. Mr. Villard has approved the reports and plans of the engineers, and the work will commence as soon as the right of way is obtained. Already the citizens of Walla Walla, Centerville, Weston, Milton and Pendleton, are moving in the matter, and the former city has through its Board of Trade, appointed a committee to secure the right of way. When constructed this will prove a valuable road as it passes through a most favored country.

The plans for a 500,000 bushel wheat elevator to be erected by the Northern Pacific Railroad Company, are under way. The machinery will be constructed under the supervision of engineer Mallory whose ability in planning elevators is of the highest order.

At New Tacoma an additional machine shop 300 feet long and 50 feet wide, is to be constructed immediately for the Northern Pacific.

A company of Cheney men have purchased a tract of land at Cottonwood springs and have platted a new town, to be called Davenport.

Two blocks of land have been set aside for park purposes in the town of Moscow. Trees and shrubbery will be set out as soon as the proper season arrives. This is a feature few towns in the upper country can boast of.

The committee on public lands has reported favorably on the bill to extend the time of making final proof in desert land entries. The bill provides that where parties acting in good faith fail to get water upon their land within three years, they may have the time extended two years.

THE COMMERCIAL FUTURE.

A general outlook over the whole country, discloses but few influences that do not promise a continuation of the present prosperity. The crop reports from the Mississippi valley show considerable improvement. On the Pacific coast, the situation remains as it was at our last issue. The discontent existing in the East among the laboring classes has somewhat lessened. With judicious treatment and the return of the sober second thought, it is hoped that the trouble will pass away. The crop report shows that the average wheat crop of the country will stand at 104; which is higher than last year. The status of the barley crop is placed at 101 and that of oats at 105. There will be a large surplus for shipment to fill the want occasioned by the present outlook for the crops in certain portions of Europe and Great Britain. This is also true of France.

TORNADOES.

A recent investigation made in the signal service office, shows that destructive storms occur most frequently in June. They are more frequent in April than in July, and in May and September than in August. The record shows that they occur more frequently between 5 and 6 p. m. Tornadoes always move eastward, but are sometimes deflected from side to side by mountain ranges or other natural causes. The great majority of such storms occur in the Western States, Washington Territory and Oregon being rarely visited by them.

Wooden waterpipe, manufactured at Tumwater, W. T., is now coming into quite extensive use. The steamship Dakota, on her last two trips, loaded 25,000 feet of it at Olympia. This lot went partly to Ogden, Utah, to be used there by W. N. Horton, Esq., in his extension of water facilities for that city, and partly to Colorado, for the Denver and Rio Grande Railway.

One of the prettiest sights in existence was seen the other day, says the *Daily Astorian*, at sunset—over 800 boats coming in on the evening tide, their white sails gleaming in the rays of the sinking sun, and a flood of purple filling the north side of the river, deepening into dusky gray, as the mountain shadows darkened into night.