

# THE WEST SHORE.

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### SPECIMEN NUMBER.

Any one receiving this copy of THE WEST SHORE will please consider it an invitation to become a regular subscriber.

Mr. Henry Villard is spending a few weeks on the coast looking over the field of his operations. Every visit he has paid us heretofore has made him more familiar with the needs of this region, and has resulted in enterprises tending to aid our development. We have no doubt that similar results will follow the inspection he is now giving the country.

We respectfully ask, when will New Tacoma drop the first half of her name? She is now the only place of importance and will probably absorb old Tacoma in a few years. Has not the tail wagged the dog long enough?

The new steamer *Wellington*, built for the coast trade, is now on her way from England with a full list of passengers who intend to settle in Oregon and Washington. Fully 200 families applied for passage, but could not be accommodated.

One of the best indications of the great progress of this region is the number of new papers making their appearance. Within the past month dailies have entered the field in New Tacoma and Dayton, W. T., and several weeklies have been established in various places. They all help to build up the country.

The first step towards the supply of proper facilities for handling our great grain product has been taken by the incorporation of the Columbia Valley Elevator Co., with a capital stock of \$500,000. This company will build elevators and handle grain at the principal shipping points along the whole railway system of this vast region.

The recent action of Mr. Villard in ordering the *Mississippi* to make a special trip to the Sound, to convey immigrants who were unable to obtain passage on the regular steamer, is another exemplification of the liberal policy adopted by that gentleman. To aid settlers in every way and build up the country as rapidly as possible, is the policy of the gentlemen controlling our railway system.

A letter from Grand Manan, New Brunswick, informs us that the desire to emigrate to the Pacific coast is increasing. Entire families are making speedy preparations to emigrate this spring; many young men are leaving, while heads of families are going out to locate a home for the wife and little ones left temporarily behind. Let them come; if made of proper material they will not regret the step.

As soon as through rail connection is had with

the east, the merchants of Portland and other business centers of the northwest will be placed on a par with San Francisco in the matter of facilities for importing goods from the east direct. That they will then be able to command the trade of this region, so far as the Bay City is concerned, is certain, and it will result in the building up of the trade centers here and the limitation of San Francisco's field of operations. That they do not relish the prospect is evident from the many warning editorials contained in their leading journals. The hand-writing on the wall is plain, and San Francisco must in the future look to the south, and not to the north, for her commercial support.

As an example of grasping land monopoly we give the following incident published by the *Oregonian*: "Yesterday afternoon a farmer, probably 70 years old, came to the land office of the Oregon and California railroad company, from near Tillamook, to beg further time on his last payment—\$12.50. He told a pitiful story of having lost his cabin by fire, and of walking all the way to North Yamhill station from across the Coast Range mountains. Good-hearted Hanson, the inspector general of the company, passed the hat through the several offices, raised enough funds to make his last payment and a considerable sum besides. A pass back to North Yamhill was given the aged settler, and tears came to his eyes as he uttered his thanks and asked a blessing on his benefactors."

There appears to be an unusual amount of energy in the canal projects this spring. DeLesseps has spent nearly \$30,000,000 in getting his scheme well in hand and in the preliminary work, and now promises to push the canal to a completion in 1888. On the other hand the promoters of the Nicaragua scheme have undertaken to secure the necessary means to commence their work without the aid of congress. To construct the canal across Nicaragua will require \$45,000,000, or about one-half more than has already been expended by the Panama company. The completion of one of these great water-ways from the Pacific to the Atlantic will be of untold advantage to this coast, and that company which offers the surest and speediest construction should receive our earnest support. The great ship railway scheme appears to have some vitality, and Captain Eads asserts that it will be completed in 1887.

The flow of immigration through San Francisco into the northwest continues in a steadily increasing stream. The transportation facilities are taxed to their utmost, and notwithstanding the fact that extra steamers have been used, delay frequently occurs. While waiting in San Francisco the immigrant is importuned by the wily immigration agents of California, to settle upon the parched lands of that state, and often, if he is not provided with a through ticket, he falls a victim to the agent's blandishments. An instance is reported where one of these officials attempted to induce a man who had the management of a large German colony, to settle in Southern Cali-

fornia, asserting that Oregon and Washington were lands of perpetual snow and disastrous floods; but the gentleman had visited our country and knew better. They must be reduced to their last resort, when compelled to make statements of that character, such as could deceive none but those too ignorant to travel without a guardian.

The amount of good arable land still open to settlement in the great northwest is almost beyond the comprehension of one who has not given the subject deep thought. The map conveys but a poor idea of the immensity of this region as a whole, and none whatever of the proportion of it which is susceptible of cultivation or desirable for stock and lumber purposes. It takes a vast extent of territory to make a small patch upon an ordinary map, and a five cent nickel will cover up ten townships upon one with a scale of thirty miles to the inch, or 232,400 acres of land. Divide this into farms of 160 acres, and place upon each a family of five persons, and we have 1,440 farms and 7,200 people. Allowing but one town as a commercial center for such a farming community, it would necessarily have a population equal to that of the country from which it derived its support. Thus looking at it simply from an agricultural stand-point, and not taking into account other resources and the item of manufactures, a little nickel will hide the homes of 15,000 people. It would take 200 of them to cover the 70,000 square miles of Washington alone. Allowing but one-third of that territory as suitable for farming purposes, though we well know two-thirds to be good tillable land, there are homes and a livelihood within its limits for 1,000,000 people, supported by the agricultural industry alone. When the factors of mineral, coal, timber, fish, etc., are also considered, the capabilities of Washington for the support of a vast population appear almost unlimited. The same is true of the whole northwest.

Twenty years ago it was generally supposed all the valuable agricultural land in that portion of Oregon and Washington lying between the Columbia and Snake rivers and the Blue mountains had been taken up. This consisted of the rich bottom lands along the many small streams. A few years later it was discovered that the high bench lands lying back of these bottoms were equal, if not superior, to them, for the production of grain. These were settled upon, and again it was given out that all the desirable land was taken; but settlers still pushed farther back and found good land, and grain fields appeared on the crest of the highest ridges and far up the sloping sides of the Blue mountains. Though millions of acres lying near the Columbia were not occupied, it was again the prevailing opinion that all the desirable land had been taken up. The argument was that the rainfall near the river was too light to mature a crop, and the region was popularly termed a desert. Three years ago several large tracts of this despised land were taken by capitalists, and the result of two years of cultivation has been an average yield of about thirty bushels of wheat to the acre. Millions of acres of this land