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

HISTORY REPEATS ITSELF.

It is a trite saying that "History Repeats Itself," but it is none the less true, and the people of Portland might profitably study the past of other cities, that the errors which have brought disaster and almost ruin to them may here be avoided. The greatest of these mistakes is the captious opposition to every scheme of improvement undertaken by incorporated capital, in which there seems to be a possibility of something being given to the projectors, or some favor granted them. At all such times the chronic obstructionist begins to feel his oats and immediately starts out upon a campaign of objection. There is a useful lesson to be learned from the history of Sacramento City, and there are many Sacramentans here who well remember what we state. When Huntington, Hopkins, Stanford and the Crockers, all business men of that city, undertook to build the Central Pacific, they realized the fact that a prophet is below par in his own country. They received little else than gloomy predictions of failure from their associates. Notwithstanding these predictions, they made a wonderful success, and then from passive prophesying the people were turned by jealousy to active opposition. They were very much discontented because these men had become rich in their great venture, and earnestly opposed every scheme of the company. At that time Sacramento was the operating terminus of the road and possessed the general offices of the company, adding much to its status and reputation as a business city. But the people were too shortsighted. If the company desired the right of way for a side track, privilege to fill in some worthless and disease-breeding duck pond for their own use, or any other favor, no matter how much it would eventually redound to the benefit of the city, they met with certain and determined opposition. At last, completely wearied by this constant warfare, the company announced that their headquarters would be removed to San Francisco; and one fine day the offices were transferred bag and baggage, heads of departments, clerks and janitor to the Bay City. The result was that Sacramento ceased to be recognized as the railroad headquarters, and has ever since been looked upon as a way station, not only by the railroad, but by tradesmen and the traveling public.

If this does not convey a useful lesson to the citizens of Portland, we consider them blind indeed. The Northern Pacific is seeking to enter this city by a bridge across the Willamette just above Albina, but much opposition is being developed

by parties who consider their interests affected and by others who have a theoretical idea that a bridge will injure the city's commercial facilities. It is a certainty that the railroad is more necessary to Portland than Portland is to the railroad, and the citizens would realize that fact if the company should suddenly determine to remove their headquarters and offices to New Tacoma or Seattle, to abandon the hotel project, to cease construction on the Kalama line, and to bridge the Columbia above the mouth of the Willamette. How would Portland be situated then? Capitalists and business men from abroad would pass it by and invest their money in property and enterprises at the terminal city. It would be of no use to lay before them Portland's advantages, they would simply say, "That is all very well, but the railroad has abandoned Portland and by its official acts has declared its confidence in the other place, and its intention is to make it the metropolis." Not only new enterprises, but many already established here would follow the company to the new location, and it would take but a few months for Portland to feel the disastrous effects of the movement.

[Communicated.]

BRITISH COLUMBIA.

In the case of new countries, thinly settled and inviting immigration, people abroad often find a difficulty in discovering what are the real merits and demerits of the country in question. Of the authorities to whom they are necessarily driven in quest of information, there is always one class who have deliberately undertaken to "write up" the country. According to them it is an eden of beauty, a perfect sanitarium for the sickly and a certain source of fortune for the well. Its scenery is the grandest or most picturesque; its climate is elysian; its soil is the most fertile on earth; and, beneath the surface, it is one vast mine of mineral wealth. People who are induced to immigrate into the supposed paradise, soon find they have been deceived; and they resent the deception, to the great eventual injury of the country. There is a directly opposite class. They enter a new country with the most inordinate expectations. Anon they find those anticipations are not realized. Straightway they commence the most unreasonable abuse of the country which has had the misfortune to receive them into its bosom, and decry it in every possible way. It would seem to be difficult, in such cases, to adhere strictly to the real truth and not run to extremes.

It is scarcely necessary to say that every section of the Pacific slope of the Rocky mountains has had its panegyrist and traducers, and it was not to be expected that British Columbia would fare differently from neighboring states and territories. Whether out of opposition to exaggerated statements to the contrary, or through reckless ignorance, it has been and still is frequently alleged, that British Columbia is all but valueless as an agricultural country. This is a gross misrepresentation of the facts. It is not pretended that British Columbia, as a whole, will compare favor-

ably with the best agricultural regions of North America. Nevertheless it is certain that this great Province contains many hundreds of thousands of acres which, in fertility and in all the favorable natural conditions which are required to make agriculture a profitable pursuit, are not surpassed by any lands on this continent; whilst there is a much larger extent of land of less value but which can still be profitably cultivated. It is far within bounds to say that its agricultural resources alone, even with the skill and science now in use, are amply sufficient to sustain a population of five millions. It comprises a considerably greater area than the United Kingdom of Great Britain and Ireland. True, a large proportion is mountainous; but new comers should not keep their eyes fixed on the silver-capped mountain peaks. There are numerous fertile and beautiful valleys and plains below. Even these mountains, throughout nearly the whole of this extent, are covered with growing timber, the value of which is not surpassed by that of any forests in the world. And, with such appliances as must at no distant day be brought into use, every foot of that timber may be made available for market.

And, it is said that the mining wealth of the Province, about which we used to hear so much, is "played out." Such an assumption is absurd in the extreme. In mining experience it has, as yet, scarcely entered upon its infancy. That is an inference from facts which no geologist and mineralogist, and even no intelligent practical miner, will venture to gainsay. Gold is only one of Columbia's mineral resources. Silver, lead, copper, iron and coal are known to abound; and not improbably each of these minerals will eventually prove more profitable than gold.

In short, due facilities of communication to hasten the development of her resources by opening up the country, are all that British Columbia needs to place her on the undeviating road to prosperity. Her great trunk highway, the Canadian Pacific railway, is approaching completion as rapidly as human labor and skill can achieve that end, and other requisites of the same class must speedily follow. Henceforth the Province is assured of a continuous career of success.

P. S. H.

Echo, in Umatilla county, is growing rapidly. It has now a fine new hotel called the Arlington.

Wasco county is receiving the benefit of immigration this season to a considerable extent. The register of the land office at The Dalles says there are 4,000,000 acres of vacant land in the county.

Near Alkali, Weatherford Bros. have 1,000 acres of fall wheat which will average twenty-five bushels to the acre. This is on the land along the Columbia that until recently was considered valueless for growing grain. Alkali is the largest shipping point for wool in Eastern Oregon, and will forward 6,000,000 pounds this season. Castle Rock is a new station that will also ship a great quantity of wool. It is building up rapidly, and has a fine county back of it.