

THE WEST SHORE.

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

SPECIAL NOTICE.

The September number of THE WEST SHORE will be an agreeable surprise to our subscribers. No expense has been spared in preparing it, and it will be in full keeping with that event about to happen which is so full of promise to the great northwest, the opening of the Northern Pacific railroad.

In the grand demonstration she is now preparing, to celebrate the completion of the Northern Pacific, Portland is simply doing what would naturally be expected of the largest city of the northwest, the city to which the road brings the most benefits for the present and the greatest promise for the future. Her gratification as expressed in the procession, decorations, illuminations, banquet, etc., will be typical of the widespread and general feeling of joy throughout this whole region, and will be so considered by the recipients of her hospitality. In Portland they will recognize the representative of this vast region which is already pouring forth its treasures to sustain and enrich the world. The celebration will be on a scale in keeping with the greatness of the occasion and the magnitude of the region thus made to speak its sentiments, and the \$25,000 necessary to carry out the programme have been raised with scarce an effort. Were \$50,000 necessary it would be cheerfully contributed.

Several papers, published at various places, have taken occasion to make unfavorable comments upon the fact that there have been business failures in Seattle, and to assert that they are but the precursors of a general collapse in the business of that enterprising city, owing to over speculation in real estate. These statements are untrue in fact and unjust in spirit. There have been but two failures in Seattle, and neither of the unfortunate parties owned a foot of city real estate. One of these failed because he trusted his business in the hands of other parties, and the other because he attempted to handle more business than he had capital to carry. Such failures are constantly happening everywhere, and there is no just reason why Seattle should be singled out for unfavorable criticism. To carry urban rivalry to such a degree is wrong and should be stopped. It not only injures the city in question but has an unfavorable effect upon the reputation of this whole region.

It is unfortunate that dyspeptics must travel, but still more unfortunate that newspapers permit themselves to publish their incessant growls about everything they see, hear and eat. They can not see things as others do, but draw their own in-

pressions through the medium of their diseased stomachs; and these are not generally so valuable that papers should crowd out interesting matter to give them space. A communication of this kind recently appeared in one of our city dailies from a man who passed over the Northern Pacific, his stomach being chiefly aggravated by the stage journey across the gap. Gilmer, Salisbury & Co. have on this line as fine stage accommodations as can be found in the world, and no one at all familiar with stage travel would for a moment think of finding fault with them. The transition from a Pullman car to a stage is certainly a violent one for a dyspeptic, but he ought to have sense enough to censure his stomach and not the stage company.

The attention of that class of people in the east who are entertaining thoughts of coming west and settling upon government land but are constantly deferring the time of departure for comparatively trivial reasons, is invited to the following facts gathered from the report of the commissioner general of the land office. During the fiscal year ending June 30, 1883, there were 35,212 more entries of land made in Dakota, Florida, Kansas, Louisiana, Minnesota, Mississippi, Nebraska, Oregon, Washington and Wisconsin than during the previous year, representing an increase of 3,565,834 in the number of acres taken. In Washington territory cash sales advanced from 71,214 to 250,106 acres, homesteads from 231,132 to 386,778, and timber cultures from 87,524 to 143,412. This gives a total of 780,296 acres of government land taken up in that territory during the past year, besides which were thousands of acres of land purchased from the railroad. If the hesitating farmer does not see in these statistics a reason for making his move westward as quickly as possible, or if the cautious manufacturer and capitalist can not in them discover the prop. and stay for large enterprises here, it will be useless for us to attempt to point them out.

The elevator system of handling grain, similar in its general details to the method now in vogue in the east, is about to be introduced in the northwest. Elevators will be erected at the chief shipping stations in the wheat regions, and larger ones at Albina, New Tacoma and later at Seattle. The one at Albina will have a capacity of 45,000 tons and cost \$800,000. The farmer will be saved the expense of buying sacks for his grain and can thus afford to pay a small price for storage. The facilities for unloading wagons and loading cars will be such as to reduce the cost to a minimum. The same will be the case with the unloading of cars at Albina and other terminal points. It is by no means the intention to load vessels in bulk as is done in the east, but the grain will be sacked in the elevator before being run into the hold, and this will be done at the least possible expense. The danger from a shifting of the cargo when grain is shipped in bulk, especially on a voyage of so great a length as from this coast to Liverpool, makes it necessary for all grain to be sacked for foreign shipment. Under this system grain can be taken from the

farm and placed on board the vessel in much quicker time and with far less expense and labor to the farmer, dealer and transportation company than by the old style of hauling it in sacks. Every improvement of this kind enhances the value of grain in the hands of the producer, and thus increases the general prosperity of the country.

In Montana and Idaho and certain portions of Oregon and Washington where irrigation is necessary, the matter of procuring water by means of artesian wells is receiving some attention, but not as much as its importance seems to demand. There are many thousands of acres which only require water to make them highly productive, and which would be eagerly taken by settlers were the matter of irrigation settled in a satisfactory manner. Where large tracts can be supplied by a canal running from some stream, it becomes simply a question of capital, and many companies are being organized to construct the necessary ditches and sell water to the settlers. In this way vast areas heretofore considered no better than a desert, are being reclaimed and converted into green fields; but there is a class of land lying higher up and beyond the reach of any ditch, which is equal if not superior to that of the lower bench, and it is for this class that the artesian well promises to be so beneficial. A good flowing well will furnish water enough to irrigate a quarter section, though the amount of water that will be supplied by any particular well is absolutely uncertain until after it is completed, so greatly do they vary. Windmill pumps for ordinary wells have been tried, but their capacity is entirely inadequate. Enough experimenting has been done to show the practicability and value of artesian wells in Colorado, Utah, Idaho and Nevada. Good flowing wells have been made, which aid wonderfully in reclaiming desert lands. In the lava beds of Snake river, Idaho, the Oregon Short Line secures its water supply in this manner. A well of from 300 to 500 feet will cost from \$1,000 to \$1,500, and will be a permanent source of supply, requiring but little expense to keep it in condition. One of the recommendations is that having the well on his own premises, the owner can be entirely independent of any ditch company or fractious neighbor. We would like to see experimental wells driven in every section needing moisture by artificial means.

The agricultural implement factory recently established by Byron Jackson in Walla Walla employs forty men. The superintendent said to a reporter of the Union: "By next season we will quadruple our manufacturing capacity, and have our business systematized. We then propose to manufacture agricultural implements of all kinds, from a thresher to a sulky or gang plow or harrow. As soon as the Northern Pacific is through we will import hard wood in such quantities that we can manufacture in competition with eastern work, and not only that, we will also manufacture traction, portable and stationary engines of all sizes, and we also intend turning out the famous California wind mills on a large scale."