

A SOUVENIR.

The completion of our great transcontinental route, and the ceremonies and demonstrations accompanying it, have been uppermost in the public mind of the great northwest for several weeks past. As a souvenir of the event, THE WEST SHORE presents to its readers a group, confining portraits of those officials of our transportation system the most closely identified with the Pacific coast. There are many who have not enjoyed the pleasure of a personal acquaintance with these gentlemen, who no doubt desire to become familiar with the features of those whose management of the great interests intrusted to them meets with universal approval. In this group are represented officers of the Northern Pacific Railroad Company, Oregon Railway and Navigation Company, Oregon & California Railroad Company, Pacific Coast Steamship Company, and Northern Pacific Terminal Company. They are:

- HENRY VILLARD,
President of the above Companies.
- T. F. OAKES,
Vice-President N. P. R. R.
- C. H. PRESCOTT,
Manager O. R. & N. Co.
- R. KOEHLER,
Manager O. & C. R. R.
- R. E. O'BRIEN,
Manager N. P. T. Co.
- J. M. BUCKLEY,
Asst. Gen. Man. West. Div. N. P. R. R.
- GEN. ADNA ANDERSON,
Chief Engineer, N. P. R. R.
- H. THIELSEN,
Chief Engineer, O. R. & N. Co.
- JOHN MUIR,
Superintendent of Traffic, } N. P. R. R.
 } O. R. & N. Co.
- A. L. STOKES,
Assistant Supt. of Traffic, } O. & C. R. R.
 } P. C. S. S. Co.
- THEODORE WYGANT,
Secy. and Asst. Treas. O. R. & N. Co.
- C. J. SMITH,
Comptroller O. R. & N. Co.
- PAUL SCHULZE,
General Land Agent Western Division.

OUR FAIRS.

For a dry year Oregon and Washington are making a splendid showing at the various places where their products are placed on exhibition. In the matter of quantity and quality of display, the recent state fair held at Salem was an improvement over that of any previous year, machinery alone excepted. The most marked improvement was in the entries of blooded stock and sheep, a gratifying evidence that our farmers are recognizing that it is true economy to raise good blooded stock, even at a slightly increased expense. This is displays of fruit were very fine, though this is decidedly an "off year" for Oregon fruit. The cereal exhibits were superb, and show that even after the driest season known for years we have grain that will bear comparison with the product of any section of the globe.

In a few weeks, continuing from October 11th to the 27th, will occur the annual Mechanics' Fair in this city, which will attract visitors from far and near. There is no stated event that is of so much benefit to Portland and the northwest generally as this annual exhibit of the products and industries of this region. It is believed that the coming fair will surpass all previous efforts, both in display and attendance.

PORTLAND.

THE METROPOLIS OF THE PACIFIC NORTHWEST.

ITS HISTORY, TRADE, COMMERCE, WEALTH AND BRILLIANT FUTURE.

Of the city of Portland, now brought into special prominence by the completion of the Northern Pacific railroad, thousands in every state in the union are seeking information. They desire to know more of this city and the vast region of the Columbia, preparing to pour its treasures into her lap. Portland stands to-day the undisputed metropolis of the Pacific Northwest, the chief manufacturing, trade and railroad center of a vast empire, whose resources are but just being developed, whose population will soon be hundreds of thousands where it is now but thousands, and its wealth hundreds of millions where it is now millions. Our illustrations speak in forcible terms of the business prosperity, and it is only necessary here to add a few words of explanation.

Portland lies on the west bank of the Willamette river, twelve miles above its confluence with the mighty Columbia. Its site is a beautiful slope, gradually rising to the ridge of fir-clad hills at its back, into which the city is rapidly extending. It also spreads up and down the stream, occupying several miles of good harbor front, much of which is bordered by expensive and commodious docks and warehouses. Opposite, on the east bank, are East Portland and the town of Albina, both of them practically a portion of this city, with which they are connected by four ferry lines, and to which will soon be added one, if not two, substantial iron bridges.

A view of Portland and her surroundings, from Robinson's hill, is especially pleasing, and is one that visitors to the city should never fail to see. At the base of the hill, and sloping gently towards the river, lies the city, wrapped in the green mantle of her shade trees, all blending in a harmonious whole, save where here and there some tall spire or imposing structure thrusts itself above its fellows and asserts its claim to special notice. The winding course of the beautiful Willamette can be traced for many miles by its green fringed banks, leafy isles and the smoke of its freight-laden steamers. East Portland and Albina, with Sellwood, Portsmouth, St. Johns and the score of suburban villages, all soon to be united in one great city, are plainly visible. The city of Vancouver, on the north bank of the Columbia, and six miles distant, can be distinctly seen, and the course of the mighty "River of the West" can be followed with the eye until it is lost between the towering sides of the Columbia gorge. In the middle ground rise the wooded slopes of Mount Tabor, while in the extreme back-ground and towering far above the crest of the Cascade range, the kingly Mount Hood thrusts his regal head, crowned with a diadem of purest white, sparkling in the glancing rays of the morning sun, or suffused with the most delicate tints of crimson, blue, purple and gold, as the evening sun sinks behind the hills. To the left appear the snowy crests of Mounts St. Helens, Tacoma, Jefferson and Adams. It is a sight never to be forgotten.

Just west of the city, meeting in the hills and

covered with native forest trees, is a beautiful tract that has been donated to the people as a public park. The drive thither is delightful, and with slight expense improvements can be made that will give us one of the most lovely and attractive parks to be found in the Union. The drives through the canyons, along the banks of the Willamette, and eastward beyond Mount Tabor, are unsurpassed anywhere for loveliness and the beauty of surrounding scenery. Within the city has been reserved a row of blocks extending from north to south, for a park, with driveways along its full length on either side, and many elegant residences facing it on both sides. With the improvements contemplated and the growth to larger proportions of the shade trees, these boulevards and parks will rival those of older cities.

Portland may be said to be the crystallized effort to establish a city at the head of deep-water navigation, as near as possible to the great agricultural region of the Willamette valley, and yet located so as to command the trade of the upper Columbia. Other points were chosen before this one, and many rivals have sprung up and lived a precarious life for a brief time, but the inevitable law of "natural selection" decreed that Portland should survive them all and become the metropolis of the northwest. The city has now a firmly established trade, great concentrated capital, and vast sums invested in business and improvements. The average of her wealth per capita of population is exceeded by but one city in the union. She is not simply the foundation or nucleus of a great city, but is rapidly becoming the great city itself.

The founding of Portland was as unromantic as it is possible to conceive, if we except the fact that at the time the site was located upon the few settlers of this region were surrounded by savage tribes and isolated from home and friends by thousands of miles of dreary desert and rocky ridges. One of the pioneers of Oregon, Mr. A. L. Lovejoy, was struck with the advantages of the location while passing, and in 1843 took up a claim 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 trees which covered the ground. Overton sold his interest in 1844 to F. W. Pettygrove, for \$50, and the same year the first log cabin was built. In 1845, sixteen blocks were laid off for a town site, near the river. In selecting a name for the infant city there was a controversy, Pettygrove proposing Portland, the name of the chief city of his native state, and Lovejoy, who was a Massachusetts man, desiring it to be called Boston. Finally they left the decision to chance and tossed up a copper cent, which fell in Pettygrove's favor and decided that the city should forever bear the name of Portland. For several years it grew at a snail's pace, various causes operating to keep it down. In 1848 the gold discovery in California drew off a large portion of Oregon's population, and the fortunes of the new city seemed fainter than before; but to this cloud there was a silver lining. In 1850, California began to call loudly upon Oregon for supplies. Vessels sought the Columbia river and offered fabulous prices for the products of the valley that had before been a drug upon the market. Portland suddenly awoke into commercial activity. A regular line of steamers was established be-