

shadows still lingered, I felt repaid for all the sufferings endured.

When grand old Shasta was again hidden from view, the pangs of hunger returned with redoubled force, and I now had no other thought or desire than to reach that indefinite, and I began to fear mythical, place where breakfast and fire were said to be awaiting us. After a man is thoroughly and completely hungry and cold, it is wonderful how much hungrier and colder he can get. Finally we rattled up to Slate Creek Station, at seven o'clock, by which time I had become a frozen vacuum. As I crawled down from my perch with all the alacrity my stiffened limbs and benumbed hands and feet would permit, I heard some one say it was the coldest night of the season, and I did not feel called upon to dispute him.

HARRY L. WELLS.

EDITORIAL NOTES.

The *East Oregonian* speaks in strong terms of that class of immigrants who look for a fortune to drop into their laps immediately upon their arrival in this region. They expect to find a "land flowing with milk and honey" which they are to enjoy "without money and without price," but discover upon reaching the "promised land" that they must carve out their own fortune, as they must everywhere, but with greater prospect of success crowning their efforts than in any other portion of the United States. THE WEST SHORE has always sought to impress upon its readers the fact that our magnificent resources are ready to bountifully reward the hand of labor and enterprise, but have no gifts to bestow upon the idler or the listless. The article referred to says: "Some emigrants left Portland the other day for the Sound. They had traveled through nearly all the States and Territories west of the Rocky Mountains, and some beyond, having started from Texas, but could find no place that suited them. They had passed over Eastern Oregon and Washington, through Southern Oregon and the Willamette valley, but were not satisfied with anything they saw. After interviewing Western Washington they will start back and report that there was no room for them, and no good country to live in, in the Northwest. Good riddance to such people. We have too many of them now. This region is better off without those trifling idlers who want to gather where they have not sown and reap where they have not sowed. For anybody with a will, with a little resolution and energy, with a reasonable amount of self-esteem and self-confidence, with ordinary habits of enterprise and industry, there are open avenues to honorable success on every highway in the Northwest. About one-fourth of the immigrants that come here seem to expect that a ready-made fortune is awaiting them; and if a good section of deeded farming land were given outright to them, they would whine and growl because horses and cows and plows and harrows were not thrown in."

The sand motor used by a miner near Bodie, Cal., might, perhaps, be used to advantage in many places where water power cannot be obtained. It was the first

intention to obtain water power by means of a windmill; but as this would be very irregular in its action, sometimes too slow and sometimes too fast, it was decided to use sand instead of water. The windmill runs a belt containing a great number of buckets, and these carry the sand up to a large tank, just as grain elevators carry wheat in a flouring mill. A stream of sand being let out upon the overshot wheel, it revolves just as it would under the weight of a stream of water, and the wheel moves steadily on at its work. When there is much wind sand is stored up for use when calm prevails, so the wheel is never idle. After a sufficient quantity of sand has once been accumulated there is no more trouble on that score, the same sand being used repeatedly.

The scheme of the Southern Pacific to force wheat shipments from California to be made over that road to the Gulf of Mexico, and thence to Liverpool by vessel, seems to involve the enlarged development of the coal mines on Puget Sound. As vessels coming to San Francisco for wheat charters bring coal as a ballast upon which they expect to realize expenses of getting there, the managers have conceived the idea of so completely supplying the market of that city with coal from Puget Sound as to cut off this source of revenue from ship-owners, and thus force charter rates up to a figure beyond that demanded by the managers of the new route. This scheme includes the addition of several fast iron colliers to the Puget Sound fleet.

Work on the Oregon Short Line bridge at the mouth of Burnt River is progressing rapidly. The other two bridges across that stream are nearly completed. The line of the O. R. & N. Co. is nearly all graded to the point of junction, and will be ironed in the spring. Travel by this route is already quite considerable, the gap from Meacham's to Caldwell being spanned by a good line of stages. The O. S. L. terminus will soon be removed from Caldwell to Weiser City, only twenty-three miles from the point of junction at Huntington.

The proposed tunnel on the Cascades Division of the Northern Pacific will be 16,600 feet long, 2,400 above sea level, and will cost \$3,000,000. There are twenty-five miles of road completed from the Columbia River, six miles above Ainsworth, leading towards Yakima City, which will be of little practical value unless completed to the latter point, eighty-five miles from the river. What will be done in the future it is impossible to foretell.

Huntington, the new town on Burnt River, which has been selected as the point of junction of the O. S. L. and O. R. & N. Co., is growing rapidly, notwithstanding the site is not surveyed, and parties cannot yet secure title to ground built upon. There are two general merchandise stores, three hotels, ten saloons, blacksmith shop, shoe shop, harness shop, and at the bridge site, two and one-half miles distant, are a number of restaurants and saloons. As a junction it must become a place of considerable importance.