

# THE WEST SHORE.

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## THE WEST SHORE.

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ADVICES from Mr. Newton H. Chittenden, received on the 2d of June, are to the effect that he had just returned to Skidgate from a canoe voyage of thirty days. The second of his letters on Queen Charlotte Islands will appear in the July number of THE WEST SHORE, embracing his observations during that period.

WHY are there more fires in "hard times" than in seasons of general prosperity? This is a question which the insurance companies and business men whose property is endangered by these fires of obscure origin would be glad to have satisfactorily answered. A proper solution of the mystery would be of great assistance in devising an adequate remedy.

SEVERAL measures of great importance to the West, and, in fact, the whole material interests of the country, have been compelled to take a back seat while the representatives of the two great parties in Congress have devoted their salaried time for six months to "holding each other level." Questions vital to the nation's prosperity are made to play second fiddle to political jobbery. We are a progressive people; but if such a policy is continued our progression will resemble that of the modest crawfish.

THE Oregon & California Railroad appears to have at last recognized the value of Southern Oregon as a fruit producing region and the magnitude to which that industry can be developed under proper conditions. The most important of these conditions is a low freight tariff, so adjusted as to offer equal, or nearly so, facilities for reaching the Portland market, and thus the markets of the whole Northwest, to the fruit growers of quite an extended region of country, irrespective of their relative distance from this city. The available fruit region lies contiguous to the road a distance of 150 miles along its

line, and the best interests of the fruit industry, and consequently of the company itself, require that the producer at the extreme southern end of that district be enabled to reach the market with his product at a cost but slightly greater, if at all, than his competitor 150 miles further north. In this way only can that great industry be developed to the enormous proportions it can be made to assume. Much has been said about compelling railroads to base their tariff entirely upon distance, every extra mile traveled to cost so many extra cents per ton; but to insist upon this is to fly to an extreme as productive of as many evils as flow from the present system of discrimination between terminal and intermediate points. To properly foster this growing industry, the fruit raisers of Rogue River Valley should be placed as nearly as possible on an equality with those of the Umpqua, so far as reaching market is concerned. The company has announced a uniform rate of thirty cents per hundred pounds from all points between Roseburg and Ashland, by the car load, and boxes in the knock down, from Portland to all stations south of Harrisburg, for twenty cents. This is certainly a move in the right direction, but it stops short of completeness. The rate should be made to apply to lots less than a car load. In the condition in which the trade now exists, it is seldom that a producer or shipper has a full car load to send at one time, especially of the more valuable and perishable varieties, and he is thus debarred from the advantages offered by the company. The tariff seems to be predicated upon a thriving and extensive business instead upon a budding industry seeking for an opportunity to expand. Special rates should be made for car loads when such shipments become the general rule and not the exception. Until then the small shipments should receive the benefit of the low freights now conceded only to the large ones. The express companies have made a rate on apples, pears, cherries, peaches, grapes and berries of \$1 per hundred between Oakland and Riddle \$1.25 between Glendale and Grant's Pass, and \$1.50 south of that point. This is a great reduction on former express rates, and enables such fruit as requires a quick market to be shipped on favorable terms. The steps taken by the railroad and express companies are exerting a good influence upon the fruit industry of that portion of the State.

ALL persons receiving this number of THE WEST SHORE are invited to become regular subscribers to the magazine. It is the only illustrated publication on the Pacific Coast, and the only one in the world making a specialty of giving original illustrations of the grand scenery of this region and reliable information of its industries and resources. See the published terms at the head of this page.