

## ALONG THE COLUMBIA.

WE present this month a number of engravings of scenes that meet the traveler's eye as he rolls up the bank of the Columbia, comfortably seated in his richly ornamented and upholstered palace car. They consist of the grand and the curious, scenes made attractive by their beauty, or interesting because of their strangeness and rarity. The trestle and bridge at the crossing of Hood River form one of the landmarks of the route. This stream flows directly from the northern base of Mount Hood, and its clear, icy waters are formed by the melting snows that drape the mountain's side. Just before the river loses itself in the stream which is bearing to the sea the waters of a score of mountain ranges, it is crossed by the railroad. This region boasts of producing as fine fruit as can be found in Oregon, and the stream itself, nearer its fountain head, has been whipped for trout for years by enthusiastic sportsmen.

Not far from Hood River is Oneonta Creek, which the railroad crosses at the entrance to a deep and rocky gorge. This is a picturesque stream, and the hasty glance obtained by the traveler as he is whirled rapidly past reveals one of the most pleasant of the ever-shifting scenes framed by the car window.

Here and there, in the vicinity of the Cascades and Dalles, is seen a large wheel revolving in the water, and attached either to the bank of the river or to some floating support anchored further out in the stream. This is the much-used and much-abused fish wheel. It is only a few years since the first of these was introduced, and its success in scooping up the unwary salmon has led to the locating of a competitor in nearly every favorable spot in that region. A wheel, the construction of which is readily understood from the engraving, is set in one of the narrow channels, or runways, followed by the salmon in their efforts to ascend the rock-encumbered channel of the river. The wheel is turned by the force of the current, and in its revolutions its nets bring up from the watery depths the struggling fish and empty them into a trough, down which they glide, flopping and jumping, into a receptacle on the shore or in the boat to which the wheel is attached. The number of fish one of these wheels will catch during a good run of salmon is enormous. It is from this source the car loads of salmon now being shipped East are generally procured. The wheel is objected to as a "catch all," which robs the stream of fish of all kinds, both great and small, and if unchecked by law will hasten the time when the Columbia will become exhausted of its royal salmon. However this may be, the turning and dripping fish wheel is a picturesque sight, and always an object of much interest to travelers.

The high cliffs of basaltic rock which rise abruptly in places from the bank of the stream, towering far above the track which has been blasted out at its base, or which is carried around its frowning front on trestle work, beneath which rushes the great river, are always objects of admiration. The one presented in our engraving is known as "Upper Cape Horn," to distinguish it from the

spired cliffs of that name further down, on the opposite side of the stream, so well known to travelers on the river. As the train creeps along the base of these giant, rocky bluffs, and the eye follows their seamed and creviced front to their apex towering far above, the gazer for the first time realizes their magnitude and appreciates one of the many difficulties the engineers overcame in constructing this river line.

The Sand Dunes are an object of curiosity to many, and by the harsh, grating noise made by the wheels in grinding the fine sand lying upon the rails, force themselves upon the attention of all. Above The Dalles, for a number of miles, the track leads along the bank of the Columbia through a treeless waste as dreary and sandy as the most approved desert of Africa or Asia. The winds that at times give themselves free rein along the stream sport with the fine particles of sand and blow them hither and thither like thistle-down, raising long ridges or scooping out deep hollows at will. Ever changing, like the drifting of the light, fleecy snow by a winter's gale, these sand storms frequently bury the track from sight in a few hours. To guard against this the company is compelled to maintain a squad of track walkers, who pass to and fro over the road constantly and keep the track free from sand. It takes considerable snow to block the passage of a train; not so with this sand drift. The track might be rendered impassable when to the uninitiated eye no sand whatever would be observable. Drifting over the rail it settles down solid and compact on the inside, and easily throws the wheels of the passing engine from the track. The utmost care and unceasing vigilance on the part of the track cleaners is necessary to prevent such occurrences as these. In crossing these dunes, and gazing upon this wide waste of sand, the traveler often exclaims, "What a worthless country!" and feels inclined—and, in fact, many hasty and deluded ones actually do—to write home that Eastern Oregon is a desert, valueless for agriculture. The tongue of such a man should have an interrogation point constantly on the end of it, to keep his eyes from leading him astray. By asking a few judicious questions he would learn that beginning a few miles back from the river, and extending far up the sides of both the Blue and Cascade mountains and covering the broad area between them, lie thousands of wheat fields and mile after mile of bunch grass grazing lands, the former producing a general average of twenty-five bushels of wheat to the acre, and the latter furnishing sustenance to tens of thousands of cattle and hundreds of thousands of sheep. Too much dependence upon the eyesight alone has led many people to hastily condemn a region of most magnificent agricultural and pastoral resources.

A DESIGN of clover tops and honey bees, sketched with indelible ink upon fine white lawn, forms a very delicate cover for a dressing table when laid over pink satine; a bow of pink ribbon at each end holds the two pieces together. Both the lawn and satine should be fringed all around an inch deep.