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A CORDIAL invitation is extended to every one receiving this number of THE WEST SHORE to become a regular subscriber. Its handsome engravings of scenery of the Pacific Northwest and its reliable information render it of great value to one interested in this growing region. See publisher's rates above.

THE site of another future city of the Coast has been finally settled upon, and in this instance the conditions which will render it such are plainly apparent. This is the terminus of the great Canadian Pacific Railway, which will be completed before the end of 1885. It has recently been definitely settled that the terminal wharves, shops, warehouses, etc., shall be erected at Coal Harbor, on Burrard Inlet. The springing up of a large city at this point is a foregone conclusion, and the Government has decided to sell lots in that locality at reasonable rates [see advertisement on another page], so that the growth of the new city may not be obstructed. Real estate there is a sure and profitable investment.

It would be much more to the credit of Oregon editors if, when they desire to enlighten their readers upon the interesting topics of the early annals of this region, they would sip their information from the clear fountain of some reliable historical work, instead of "gleaning" it from the scribbings of some irresponsible correspondent who may have the good fortune to procure the publication of his literary offspring in *Harper's Weekly*. If such were the case we would not behold the spectacle of half the newspapers of the State gravely announcing the startling intelligence that the Columbia was discovered by "Captain Bruno," and entered in "1789" by Captain Gray. We will hear one of these days that the Whitman Mission was founded by Dr. Marcus.

THE new town of La Camas has already become quite a flourishing place. It contains two general merchandise stores, a grocery store, millinery store, drug store, blacksmith shop and two hotels, besides the saw mill and paper mill of the Columbia River Paper Company. The saw mill is busy in furnishing lumber for the town site company's improvements and for the business buildings and residences. The mill has a frontage of 288 feet. The main portion is 80x132 feet and three stories high, and the extension is 56x156 feet, two stories in height. A tunnel 2,400 feet long and 7x8 feet in dimensions brings water through the hill to operate the machinery and for use in the mill. Two dams have been constructed, containing 2,500 perches of stone. Cowan's Addition to the town site has just been platted, containing forty blocks.

ADJOINING us on the north is the beautiful, fertile and richly endowed Province of British Columbia, so connected with us by geographical position, the bonds of trade and a unity of interest and aspiration as to seem almost a part of the great Northwest of the United States. THE WEST SHORE has, from time to time, given glimpses of its magnificent scenery, and had frequently much to say about its resources and industries; but it presents this month an extended description of the Province, accompanied by illustrations of its chief cities, towns and industries. Long as the descriptive article is and numerous as are the engravings, they fail to do full justice to that magnificent region, of which it will have much to say in future. Persons desiring reliable information of the Province, as a whole or any part or portion of its industries, are advised to apply to Hon. John Robson, Provincial Secretary, at Victoria, who is ever attentive and obliging. Information from him, which will be cheerfully given, comes with an authority which renders it trustworthy and valuable.

THE movement East of Oregon fruit, which all far-seeing people predicted would follow the completion of the railroad, has begun in earnest. Telegraphic and mail orders are being received daily by dealers in this city from points along the line of the Northern Pacific as far East as St. Paul, and even from Winnipeg, Manitoba. Several car loads, also, have been forwarded on orders of the large dealers in California fruit in St. Paul and Chicago. It has been reported that Oregon fruit has been voted in the Eastern markets below that from California. If this is true, it will be but temporary, as the superior quality of the Northern fruit will soon make it appreciated, even if somewhat smaller in size than the Southern product. California fruit has won a great and exaggerated reputation, having occupied the field alone for fifteen years; but merit will make itself felt, and it cannot be long before its precedence will give way to the delicious fruits of Oregon.