

THE MECHANICS' FAIR.

THE sixth annual exhibition of the Portland Mechanics' Fair, the most successful in its history, has come to a close. Among the many thoughts to which it has given rise, two stand out prominently. The first is that the benefit of these expositions to the exhibitors, the city and the State generally, is not adequately appreciated. If it were, our many industries would be more fully represented. It could not then be said that we have a salmon canning industry, producing more than \$3,000,000 per annum, and giving employment to 5,000 people, which did not even display a label to tell of its existence; that our lumbering interests remained carefully in the background; that dozens of important industries again courted the obscurity they seem always to have sought. People who are thus unprogressive must expect to be brushed aside by more vigorous and intelligent competitors. The second thought was suggested by the few excellent manufacturing exhibits; that in those avenues of industry upon which our people have entered with sufficient capital, and upon a scale extensive enough, to have their establishments thoroughly appointed and systematically organized, the work done and goods manufactured are the equal of the best imported from the East. It was in former days pretty generally true that when anything strictly first class was desired it had to be brought from abroad; but such is no longer the case. We have here the best of workmen, the best of tools and the best of materials, and there is no reason why we should not execute the best of work. A sufficient illustration of this is the North Pacific Manufacturing Company, in whose extensive shops were made the hose cart on exhibition in the Machinery Hall, and the elegant cigar box wagon displayed by Wilzinski Bros. & Co. The stoves, woolen goods, artificial stone, paint, trunks, furniture, tents, and a dozen other manufactured articles, including iron work, all speak of the perfection of such manufactures as have been established here and are not afraid to submit their wares to the scrutiny of the public.

In this number we present engravings of the interior of the Main Hall and Machinery Hall, and portraits of the officials who have so successfully managed the exhibition. These gentlemen are deserving of much praise for their unremitting labors, especially Mr. Allen, to whose intelligent efforts and devotion the great success of the exposition is largely due.

These engravings are executed in a manner similar to that which was on exhibition at the branch office of THE WEST SHORE, and which attracted so much attention from visitors. The office was constantly surrounded by people engaged in mailing copies of the magazine to their friends, fully ten thousand copies being thus addressed to all portions of the United States and Canada and many to foreign countries. Not only did the publisher supply these copies free of charge, but he paid the postage on them also. The placing of them free of expense in the hands of so many thousands of readers can but be highly beneficial to this great region.

It is currently rumored that a scheme is on foot by a syndicate of Denver cattle men to induce the Indian Commissioner to execute to them a lease of the Crow Reservation for a long term of years, the intention being to lock up this valuable country as a grazing ground for a favored few. The idea is to obtain the consent of the Crows, a matter of no great difficulty on the part of men who are prepared to spend thousands of dollars for the sake of securing privileges worth as many millions. This thing must not be. We sound this note of alarm to draw the attention of our citizens to this contemplated outrage, and to urge immediate steps being taken to crush it out. No means should be spared and no steps left untaken, to counteract the movement, and influence those who possess authority in the matter to throw their weight into the scale of opposition to such a wholesale scheme of plunder. The Committee on Indian Affairs by conniving at such a measure would find themselves objects of execration, and we very much doubt if our citizens would tamely submit to such a wholesale robbery of the public domain, even if it bore the sanction of the law.—*Billings Post*.

MR. W. HALPENNY, the Government guide, returned from Salmon river at the northern end of the Island yesterday. He ascended the river in company with Messrs. Morgan and Poat for several miles in a canoe and reports that the valley of the stream is the most extensive on the island. Three miles from the mouth of the river the valley is four miles in width with mountains on either side. Eight miles further up a rocky canyon one mile in length is reached. Beyond this canyon the river forks and the valley widens again, becomes swampy and is not very heavily timbered. The soil is good and deep. The timber, spruce and fir. Some patches of good timber were seen, but they had been lately taken up. Mr. Halpenny thinks that Salmon river offers a good field for settlers.—*Victoria Colonist*.

CHRONOLOGY OF EVENTS.

September.

- 25—Fire at Dayton, W. T.; loss, \$25,000.
- 27—Rathdrum, Idaho, nearly destroyed by fire; loss, \$85,000.... Cloud-burst at Parhucha, Mexico; 30 lives lost.
- 30—Steamer *Estado de Sonora* and schooner *Dora* lost in a violent gale off the coast of Lower California.

October.

- 1—Collision on Denver & Rio Grande railroad at Aecquia, Colorado; 30 people injured.
- 3—Royal palace at Copenhagen burned.
- 7—Fire at Wallula, W. T.; loss, \$12,000.... Storm off Cape San Lucas; 9 schooners lost with their crews and much damage done on the coast of Lower California.
- 9—Sixth exhibition of the Portland Mechanics' Fair inaugurated.
- 11—Chinese defeated the French under Admiral Lespes at Tamsui.
- 12—French under General Negrier defeated Chinese.
- 13—News received of great typhoons in Japan September 15-17; great loss of life and destruction of property.... Greenwich adopted as the prime meridian by the International Meridian Conference at Washington.
- 14—Ohio State election carried by Republicans by 11,000 majority; West Virginia carried by Democrats by 4,000 majority.... Fire at Stockton, Cal.; loss, \$40,000.
- 17—Train of Cincinnati & Eastern railroad fell through bridge near Balua, O.; 4 killed and 5 badly injured.... Barnesville, Ga., nearly destroyed by fire.
- 18—Gen. Benjamin Alvord died at Washington.... Bennett-Mackay Atlantic cable landed at American side.... 7 buildings burned at Renton, W. T.; loss, \$26,000.
- 20—Carthage, N. Y., nearly destroyed by fire.
- 25—The Dutch steamship *Maasdam* burned in the Atlantic, 200 passengers and crew supposed to be lost.
- 25-26—Celebration of 100th birthday of Sir Moses Montefiore, the great English Hebrew philanthropist.
- 27—Severe storm in North Atlantic; several vessels wrecked, including the Lisbon and Cardiff steamer at Ponzance and the German cruiser *Udine* on the Danish coast.
- 28—Hugh McCulloch appointed Secretary of the Treasury.
- 29—Cage containing 6 men fell down shaft of a mine at Londonderry, N. S.; 4 killed.