

# THE WEST SHORE.

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## THE WEST SHORE.

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THE WEST SHORE has two large and profusely illustrated editions in preparation, which will be issued in due season. One (the first) treats of the Canadian Pacific Railway and the country through which it passes. The other is devoted to the city of Portland, and will be most elaborate and complete. These editions are being prepared at great expense, and thousands of extra copies will be circulated throughout the United States, Canada and Europe.

UNTIL recently it was impossible for Portland lumber to find a market east of the Cascades, much to the hardship of our sawmill men and of purchasers of lumber in that region. It seemed absurd that Michigan lumber should be shipped to Southern Idaho when this great timber country was within such easy reach, yet the freight tariff closed that market to our manufacturers. Recently the mill men, after much labor, convinced the O. R. & N. and connecting companies that mutual interest required the opening of this field to Portland, and secured a reduction of about two-thirds on the old prohibitory rate. Orders began at once to pour in from points as far east as Butte, and our mills are experiencing a gratifying revival of business.

VOLUME II. of the California portion of Bancroft's series of Pacific Coast histories has been received. Mr. Bancroft's great historical undertaking, which at first seemed almost impossible of accomplishment, has now so far progressed as to render its completion certain. Each volume as it has been issued from the press has added to the historian's reputation. That these volumes will forever remain standard authority on the subjects of which they treat, and that the author will occupy a first rank among the historical writers of the world, cannot be

doubted. The production of such an elaborate series is a rare example of what great literary ability can accomplish when seconded in its efforts by ample means. The work should be in every library of the United States.

THE seventh annual exhibition of the Portland Mechanics' Fair will begin October 8 and continue to the 24th. Strenuous efforts are being made to surpass in exhibits and general and special features the display of any previous year. This fair deserves the support of our citizens, who should make every effort to render it attractive and instructive. It is one of the means by which our struggling industries are encouraged through the interest excited in their behalf among the thousands who attend the exhibition. Manufacturers throughout the State and the Northwest generally will find it to their interest to make a display of their wares and methods. This fair attracts thousands from surrounding towns and cities, besides being thronged with our own people, and this year the attendance promises to be very large, notwithstanding the dullness of trade.

THE "missionary car" has started out upon its fall campaign for the conversion of unbelievers in the pre-eminence of Oregon as a field for immigration. The car is filled with specimens of our products of every kind, and under the management of Mr. E. W. Allen will visit various points in Iowa, Illinois, Indiana and neighboring States. The car will finally reach New Orleans, where its contents, together with other articles, will be put on exhibition in the Oregon Department of the North, Central and South American Exposition, which opens November 1 and closes April 1. Management of this car could not be placed in better hands, nor could Oregon find a more valuable representative at New Orleans than Mr. Allen. By his energy and shrewdness he gained more favorable notice from visitors and the press for the Oregon exhibit last winter than any other State received and this, too, in spite of the fact that our display was at first conspicuously small and ridiculously insufficient, and of the further fact that for a long time he was unsupplied with suitable printed matter—except the copies of THE WEST SHORE donated by the publisher—and unsupported by a State appropriation, which latter, when it was finally made, was gobbled up by ornamental "commissioners." The ability of Mr. Allen was so fully recognized by the managers and associate commissioners from other States that upon reorganization he was chosen Second Vice-President, member of the Board of Management and Commissioner from Oregon. In his hands were placed \$2,000, the amount appropriated for each State, and even if he receive no other financial aid he will see that Oregon is worthily represented.

THERE is much complaint voiced by the press of