

# THE WEST SHORE.

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## THE WEST SHORE.

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TWO MILLION bushels of corn! Such is the crop of the United States the present season, the great bulk of it being raised in the Mississippi Valley. Corn-fed pork will be plentiful this winter, and the glucose factories will run full blast for a year, at least.

ELSEWHERE in this number will be found illustrations and description of the Wood River country. The majority of our merchants no doubt but faintly realize the character of that region and the advantages to be derived by Portland in securing its trade. If our business men traveled more among these outlying sections they would have their ideas considerably broadened. The people of Wood River are anxious to trade with Portland, but they naturally desire the benefits to be mutual. Let Portland place herself in a position to promote the mining industry of Wood River and there will be no difficulty in securing and holding its rapidly increasing trade.

ABOUT the middle of October the last spike will be driven uniting the eastern and western ends of the Canadian Pacific Railway, and another iron band will span the continent. In several respects the opening of this new transcontinental road will have a great effect upon the trade both of the United States and Canada. But little is known by the people of either country about the road itself and the region through which it passes. The next (November) number of THE WEST SHORE will be devoted to illustrations and descriptions of the road and the country it is opening up to commerce, a region of grand scenery and boundless agricultural, pastoral, mineral and sylvan resources.

THE *Northwestern Miller* sarcastically remarks that at the Minnesota State Fair many thousand dollars were offered as premiums for horse races—horses from all over

the Union being allowed to compete; while to encourage the growing of wheat, the production and manufacture of which are the greatest elements in the State's prosperity, the munificent premium of two dollars was offered. Possibly the managers of our fairs will see in this something to think about. Is it not possible to make the old, time-honored schedule of premiums a little more flexible, so that it will better serve to encourage the particular industries to which this region is adapted, and upon the growth of which so much of our future prosperity depends?

COMMENTING on the announcement of a great reduction in freight rates on lumber from Portland to points in the interior, the *Northwestern Lumberman* says: "As Idaho and Montana are opened up by the further construction of railroads, they should constitute a vast market for Pacific Coast fir and cedar. The railroad managers that ignore the traffic that such lumber trade would afford, failing to make rates to shippers that will successfully compete with Eastern rates on lumber, will be unfit for their positions." There are other products of this region besides lumber that the railroads should seek to find a market for over their lines. If the man is a public benefactor who "makes two blades of grass grow where one grew before," what cannot be said of a railroad manager who, by proper adjustment of rates to local conditions, so stimulates business, production and manufacture that his road transports two pounds of freight for every one it carried before?

A STEP in the right direction has been taken by the Vancouver Board of Trade in starting a movement for the calling of a convention to consider the question of improvement of the Columbia and Willamette rivers. The recent convention held by business men of the Mississippi Valley suggested the idea, and it should be carried out. Beyond question more can be accomplished by united action, and by demonstrating how vital the question seems in the eyes of our own people, than by leaving it entirely in the hands of our representatives at Washington, as has been the custom in the past. The political influence of this region, measured by its vote in Congress, is small almost to infinity, and it would be a grand stroke of policy if a combination could be formed with the people of the Mississippi Valley, so that the great "Father of Waters" and the mighty "River of the West" could make a united demand upon the Government for the aid they both sadly need and richly deserve.

THE best authorities of both Europe and America on the state of the grain market predict a material advance in the price of wheat before the 1st of January, with a still greater advance later in the season. Chicago, Min-