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OWING to the delay in completing the Canadian Pacific Railway, the publication of the number of THE WEST SHORE describing and illustrating it has been postponed accordingly. The last spike will be driven early in November, and the number will be issued about the 15th of the month. The January issue will be a large holiday number, and will be published about the middle of December. It will be principally devoted to Portland.

THE extension of the Cascades Branch of the Northern Pacific from North Yakima as far as Ellensburg is more than probable. It is estimated that nearly 100,000 bushels of wheat were raised this season in the Kittitas Valley, and the capabilities of that region are sufficient to induce the construction of the road to Ellensburg without reference to its further extension to Puget Sound. The Northern Pacific seems to have entered upon the shipment of wheat to the East in earnest, and in pursuance of this policy will naturally construct such branch lines and extensions as will give it easy access to all the wheat producing areas tributary to the road.

INDICATIONS are that next year will begin a new era of active railroad construction. Two extensive lines in Nebraska are projected by the Missouri Pacific, as adjuncts of the Wabash system controlled by Gould, and it is not improbable that the Chicago & Northwestern may begin at once a further progress westward, with a terminus on the Pacific in view. This will open a field for our lumbermen to cultivate. The projected government railroads in China, to build which a loan of \$40,000,000 has been negotiated, will also create a demand for certain classes of lumber from this region, which Puget Sound mills will no doubt be called upon to supply. The Pacific Northwest can receive nothing but benefit from the construction of roads leading in this direction, since they open up the country and create a market for our products, add to our population and stimulate industry.

WITH punctuality, creditable alike to the laborious energy of the author and the methodical business tactics of the publisher, volume XX. (California III.), works of Hubert Howe Bancroft, has just reached us. It is a clear and concise narrative of many matters of historical and biographical interest which occurred in California during the somewhat dull and primitive epoch of the years 1825-1840. The following allusion to what has become now one of the principal features in trade on this Coast is interesting: "The fur trade is a branch of Californian commerce respecting which we have but little information for the period covered by this chapter. Foreigners secured most of the otter skins by contraband methods; the Indians killed a few animals as in former years; and in several instances Californians were regularly licensed by the territorial authorities to engage in otter hunting on the coast. Hardly a vessel sailed without carrying away more or less skins, which all traders were eager to obtain. The authorities, both of nation and territory, understood the importance of this export and made some weak and unsuccessful efforts to develop it, or at least to secure the legal revenue which even as carried on at the time it should yield."

UNFORTUNATELY for this region the committee of the Portland Board of Trade to whom was referred the question of holding a waterway convention decided that such a step was unnecessary. An effort is to be made in Congress to secure adequate appropriations for the Columbia and other streams of this region, and resolutions coming from a convention of delegates from the whole Pacific Northwest would have vastly greater weight in support of the efforts of our representatives at Washington than individual petitions or resolutions of separate boards of trade. Aside from this it was unwise for Portland to throw cold water upon the convention project. She is accused of lukewarmness, if not actual hostility, to the opening of the Columbia, and here was an opportunity to convince the doubting ones east of the Cascades that such is not the case. This opportunity has been willfully—at least carelessly—thrown away, and the result cannot but be harmful to the best interests of the city. It is time for our business men to adopt a broad gauge policy and do something to stem the tide of hostility in the Inland Empire. The interests of Portland and the Interior are closely linked, and mutual good feeling should be promoted in every manner possible. Every man of experience and thought knows that Portland will benefit more by the opening of the Columbia than any other locality, and it were the part of true wisdom to call this convention and demonstrate that we are in earnest in this matter, whether we believe it to be of any practical value in aiding our representatives to stimulate Congressional action or not.