

It may be economical, but hardly consistent, for the Government to buy its mail sacks in a foreign country because they can be had cheaper than the home product, in view of the fact that by high tariff laws it prevents the people individually from doing the same thing. If to buy home products at a high price is the proper caper for Tom, Dick and Harry severally, it ought to be so for the same gentlemen jointly—the Government.

WITH the compliments of T. H. Crawford, City Superintendent, we have received the neatly printed Twelfth Annual Report of the Public Schools of Portland. The work is from the press of Messrs. Swope & Taylor, and shows that it is unnecessary to send out of Portland to secure good pamphlet and book work. In view of this fact it is to be regretted that the report contains two cuts of the High School executed in the East—one of them fair and the other miserable—when better work of that kind is done in this city by parties whose taxes contribute to the publication of the report.

NEVADA long ago suffered from the prohibitory freight tariff of the Central Pacific, which was so high that the agricultural products of which the State is capable were debarred from market. There are thousands of acres of land in Nevada which will produce large yields of grain, hay and the finest quality of potatoes, but the want of a market has prevented farmers cultivating it to its full capacity, while the greater portion has not been brought under cultivation at all. Now that the rate to San Francisco has been reduced to four dollars per ton, the amount of farm products that will in a few years be shipped from Nevada will surprise those who have supposed that nothing could thrive in that State but sage brush and jack rabbits.

ASTONISHING statistics of the stock industry in the United States are presented by the Secretary of the National Cattle and Horse Growers' Association, which assembled in its second annual session in St. Louis on the 23d of November. It appears that the association has 1,552 members, of whom 888 were in attendance on the convention, and that it represents 45,000,000 cattle, 10,000,000 horses and a capital of \$2,000,000,000. This is the most powerful and wealthy organization of its kind in the world, and when rival associations are absorbed, as they no doubt soon will be, it will constitute an aggregation of capital and union of interests that will be able to exert a most powerful influence in what ever direction it may desire. Properly managed, such an association will be of great benefit to the pastoral industry of the United States; but there is always danger of such gigantic organizations developing into an equally monstrous evil.

A CALL has been issued by the common councils and boards of trade of The Dalles, Astoria, Goldendale, Vancouver, Walla Walla, Dayton and Waitsburg for a waterway convention, to assemble at The Dalles on the 2d of

December. Every locality interested in the opening of the Columbia is urged to send delegates, not to exceed twenty in number. No place has as great an interest in securing cheap transportation from the interior as has this city, notwithstanding by a stupid blunder the Board of Trade has succeeded in conveying the impression that the business men of this city were hostile to the movement for opening the river. No man of thought does not recognize the fact that the opening of the Columbia is of vital importance to the future growth of Portland, and the least we can do as a community is to send to The Dalles twenty able, earnest men, who will convince the people of other sections that the business men of Portland are with them in this matter.

TWO HUNDRED and eighty-two years ago Champlain entered the mouth of the St. Lawrence in his search for a waterway across America, of whose great breadth not the faintest conception was had at that time. He proceeded up the stream, confident that he had found a route to *la Chine* (China), until he encountered the great rapids where now stands the city of Montreal. Here his progress was stayed, and the obstruction his vessel encountered has ever since been known as "Lachine Rapids." Under the control of skillful pilots steamers descend the rapids (see page 398) from the river above, but the current is too strong to be stemmed on the return trip. A canal ten miles in length leads around them and is the artery of communication between the lower and upper river. Beautiful at all times, these rapids are especially grand during Winter's icy months, when snow and ice combine with the turbulent water to make a scene of unique and wonderful beauty.

TWO YEARS ago President Villard of the Northern Pacific made his triumphal journey across the continent with a swarm of invited guests from America and Europe, and amid the popping of champagne corks and the effervescence of stump orators the driving of the golden spike—which was never driven—was celebrated. A few weeks later the "blind pool" was flooded with light, Villard fell from his high estate, and his ostentatious display was ridiculed from one end of the land to the other. How different the scene in Eagle Pass on the 7th of November, when Vice-President Van Horne and a few officials drove the last plain iron spike of a railway 3,000 miles in length, one that had cost the people of Canada \$140,000,000! Happily for this country the Northern Pacific, whose completion was thus so extravagantly celebrated, has become one of the greatest railroads in the world, it is to be hoped that the great storm through which it passed will never be encountered by the road now so modestly completed.

COMMISSIONER SPABES has administered the affairs of the Land Office in a manner contrasting favorably with that of his predecessors. In every act he has shown an earnest desire to preserve the rights of the Government, protect the public domain from the nefarious schemes of