

appreciated, is proved by many evidences, not the least of which is its large and increasing list of subscribers in every city, town and village. Numerous localities which have already been illustrated will have further attention given them, while others will be allotted the space they deserve in due season. It is the purpose of THE WEST SHORE to lay every section of the Northwest before its readers, and this will be accomplished as rapidly as the immensity of the field to be covered will admit. The prosperity of the Northwest means the success of its chief exponent, and so surely as we desire the latter, so surely will we work diligently, faithfully and honorably to promote the former.

#### INDIAN ROCK.

On an island in the Columbia River, four miles above Celilo, stands a rugged basaltic ridge about five hundred feet in length, and rising high into the air. The forces of nature have chiselled many curious forms in its rocky walls, the most prominent of which is a perfect profile of an Indian face. The profile faces the northwest, and may be seen from the deck of a steamer passing through the old channel on the southwest, from which side the sketch on page ninety-two was taken. It can also be seen from the line of the O. R. & N. Co., two miles below, but only by the use of a glass. The head has been worshiped for ages by the Indians of that region, who call it the "Great Spirit of the Columbia." At certain seasons it was, in times past, their custom to repair to the island for worship. None of them would ever make their home upon the island, being deterred by a superstitious fear. The current of the river at that point is very rapid, and the island is somewhat dangerous to approach, but one skilled in handling the oar or paddle can feel reasonably safe in undertaking the feat. The engraving was made from an oil sketch by Mr. J. E. Stuart, a Portland artist, who has made a specialty of paintings of the magnificent scenery of the Northwest.

THE SANDAL-WOOD OF JAPAN.—Passing by a shop you see cords of wood cut into small blocks about six inches long. This you learn is nothing short of shoe timber. These cords of wood will speedily be converted into shoes of various sizes, at prices ranging all the way from four to twenty cents. The wood is called *kiri*, and is very light. The clogs are still further lightened by hollowing out the center. So, in point of fact, there is little truth in calling the shoes heavy, although they appear so to the inexperienced observer. It must be admitted, though, that they are unreasonably clumsy. Sometimes the shoes worn by the ladies are lacquered, and are fastened by a velvet band passing from either side over the lower part of the instep, and between the first and second toes. With this same kind of wood are made bureaux, and the whole box is made adjustable in horizontal sections. Owing to the lightness of the wood these boxes may be filled with clothing, and carried off on the shoulders of the coolie in case of fire.

#### IMPROVEMENTS AT COAL HARBOR.

Vancouver, the terminus of the Canadian Pacific, on Coal Harbor, is a lively and growing place. Fifty new buildings have been erected this winter, and the town contains fully one thousand people. Six hotels are totally inadequate to accommodate the throng of visitors and newcomers. Contracts to the amount of \$50,000.00 have been let for clearing the town-site, and the work is progressing rapidly. Bids for the construction of the extension from Port Moody have been received, and the contract will soon be let. Fully four thousand men—no Chinese labor being permitted by the terms of the contracts—will be at work on the town-site and railroad within a few weeks. It is expected that the line will be completed and in operation by the middle of July, by which time Coal Harbor will have made great progress in its work of building up a city.

#### PROGRESS OF THE C. & O. R. R.

Information regarding the progress of the California and Oregon Railroad northward from Delta, was obtained, says the *San Francisco Chronicle*, from Chief Engineer Wm. Hood, of the Southern Pacific Company, who has charge of the work. Mr. Hood said that when the present season of work was begun, there were one and one-half miles of road completed above Delta. The track is now laid to a point near Portuguese Flat, five miles north of Delta, and the bridges, culverts and other work are all finished. The bridges across the Sacramento River are of iron, resting on solid foundations of Portland cement. From eight hundred to one thousand Chinese are at work in the tunnels and on the grading above Portuguese Flat, and the masonry contractor is employing between one hundred and twenty-five and one hundred and fifty men, among them many stone-cutters. One tunnel has been completed since the late operations were begun, and three others are now in process of construction. The citizens of Yreka are anxious that the road shall pass through their town, and have made overtures to the company to secure this result. As Yreka lies seven miles off the direct line on which the road is to be built, and is on a high elevation, it is hardly thought that the plan of running the railway through it is practicable. The Southern Pacific Company's Directors have instructed Mr. Hood to proceed with the work slowly until the land grant matter is settled by Congress. In case the lands are forfeited it is probable that the line will be completed to some central point from which a stage route can be easily built to Ashland. The Oregon and California Railroad, with which the line extending above Delta is to connect and form a through railway to Portland, has abandoned construction although it has four tunnels opened south of Ashland, its present terminus. Passenger trains now run to a point about three miles above Delta. The bench lands along the Sacramento River, near the newly completed section of the road, are being rapidly settled.