

MIDSUMMER ON ROSS ISLAND.

Opposite the upper end of Portland the Willamette is divided by a long island, which is a favorite resort for boatmen and picnic parties on warm summer days and long moonlight evenings. The steamboat channel and the current of the river are on the west side of the island, while on the east side is a broad, calm, sheltered stretch of water with scarcely any current whatever. This is a favorite place for boatmen, where in the cool evenings after the close of business for the day, may be seen every form of pleasure craft on the river from the canoe to the four-oared racing shell, and from the small boat bearing two hearts beating in as close unison as the oars, to the barge with its jolly load of merry-makers. On the island are many fine spots for picnicing, where a good turf stretches out on high ground beneath the wide branches of mossy oaks.

ONEONTA GORGE.

On pages two hundred and seventy-four and seventy-five is given a large colored engraving of one of the leading features of the Columbia river scenery. Oneonta gorge is known rather by name than by sight to the great majority of those who ascend the Columbia either by rail or boat, since it is passed so quickly that few observe it. In fact, to see it to advantage one must pay it a visit and pass between its rocky portals. Oneonta creek, one of the numerous crystal trout streams that flow down from the Cascades, cuts through the great rocky wall which hedges in the Columbia, making a narrow, massive, rugged and precipitous gorge, at the bottom of which the stream flows noisily among masses of fallen rock. It is a scene calling for deepest admiration, and one which elicits all the enthusiasm of the angler, who with rod in hand may whip the stream for trout from the gorge to its fountain head at the base of Mt. Hood.

LAKE OF THE WOODS AND MOUNT PITT.

The southernmost of Oregon's snow peaks is Mount Pitt, the crowning feature of the Cascade range near its terminus at the Klamath lakes. It was christened in honor of England's great statesman of that name, and by its title serves, in common with many other localities and objects, as a perpetual reminder of the early exploration and occupation of the upper Pacific coast by the enterprising subjects of Great Britain. It is often, though less commonly, called "Mount McLoughlin," in honor of the sturdy Scotch doctor who managed the affairs of the Hudson's Bay Company in this region for so many years, and who is such a prominent and honorable character in the early annals of Oregon. The latter name is the more appropriate, and should supersede the former. The engraving on page two hundred and seventy-six shows the mountain as seen from the shore of the Lake of the Woods, one of those crystal gems so

numerous in the Cascades, the mountain's snowy sides sharply reflected by the mirrored surface of the water. The lake lies at a distance from civilization, but he who seeks it will find beautiful scenery, refreshing mountain air and water, game in abundance, and his fill of sport with the beautiful trout with which it abounds.

NEW CANALS IN RUSSIA.

A new canal, improving the water communication between the Caspian and Baltic seas, was opened recently by the Minister of Ways of Communication, General Possiet. The canal, which has cost \$1,500,000 to construct, joins the rivers Wyhegra and Kovja, and forms a fresh link in the chain of waterways known as the Maryinsky system, connecting the Neva with the Volga. Its length is fifteen miles; width, seventy feet; depth, seven feet. Some of the cuttings through which it runs had to be excavated to the depth of thirty feet. Most of the work has been done by hand, upwards of twenty thousand laborers having been employed in the undertaking, together with three dredging machines, nine stationary engines, and two locomotives.

Barges on Russian rivers and canals range in length from one hundred to three hundred feet. The cargoes which a large proportion of them carry, are, consequently, as large as many an ocean cargo; and instead of being mere lighters, carrying only portions of cargoes, they are, to all intents and purposes, the counterparts of sea-going ships. Thanks to the wide-reaching ramifications of the River Volga, the largest in Europe, barges of five hundred or one thousand tons can start in the spring with the floods from some tiny stream in the Ural mountains, and arrive in the autumn on the River Neva. On the other hand, it is possible for English steamers to make their way from the Neva through the canal system to the Volga, and thence descend to the Caspian sea. The Neva-Volga canal system thus possesses an importance which no English canal could claim, although we think that water carriage in this country deserves to be rescued from its present neglected and decaying condition, into which it has lapsed through the instrumentality of ambitious and over-grasping railways.—*Scientific American*.

BRIDGE ACROSS INDIAN RIVER.

Mountain Indians construct across rivers and gorges substantial but crude bridges of logs and brush, similar in general appearance to the one illustrated on page two hundred and sixty-four. The bridge consists of trees which have been felled from either side of the stream so as to meet in the center. Having done this the limbs are pruned off, cross pieces are tied on with willow or hazel withes, and boards or brush laid across these for a foot path. Some of the crude sort with brush and dirt coverings, which the pioneers found spanning deep chasms, were far from inviting to a man with unsteady nerves.