

Editorial Comment.

THE attention of the business men of Portland is earnestly called to the leading article in this number of *THE WEST SHORE*. The fact that the Willamette falls have been with us always has had the natural result of making us thoughtless of the great use we might make of them. There are two old saws which exemplify the situation: "Familiarity breeds contempt," on the one hand, and "Distance lends enchantment to the view," on the other. We look with admiration upon the city of Minneapolis and the magnificent water power which is the foundation of its greatness, and yet, right here in our own midst, we have a water power greater in quantity, and better situated for manufacturing purposes, than that which wins our admiration through the enchantment of distance. There is no other commercial city on the sea coast of Oregon, Washington or California, either present or prospective, which possesses a natural water power amounting to even the shadow of the falls of the Willamette, nor is there any water power in the United States so favorably located for ocean shipments. These two great facts point to Portland as the most available center of great manufacturing industries on the Pacific coast, and it is high time to awake to a realization of the situation. Let us make a practical effort to aid the gentlemen who are trying to develop this great power, and found those manufacturing industries which we daily assert must be the chief element in the future growth of Portland. To all practical purposes, a factory at Oregon City is a Portland industry, since this must, of necessity, be the business and shipping point. This calls for acts, rather than words, and our board of trade should take hold of the matter with a determination to accomplish something.

THE Central Pacific is now running tri-weekly fruit trains from Sacramento to Chicago and New York. The time to Chicago is one hundred and ten hours. A train consists of from fifteen to twenty cars, containing twenty-two thousand pounds of fruit each. It is expected that daily trains will soon be required. Here is food for thought for the people of Oregon and Washington. We boast of our fruit, and wonder why there is not a shipping demand for it.

We have certain kinds of fruit which equal, if they do not excel, those of California, but we have not enough of them. The shipment of fruit, in order to be successful, must be made a special business, and to do this requires that it be conducted on a sufficiently large scale to keep down the expenses to a living rate. Our orchards are too small. We should have orchards where several car loads of the same kind of fruit may be had at one time. In that way, cars are quickly loaded, trains made up, and dispatched. As it is now, our Portland shippers have to buy fruit in small lots, a wagon load from this man and a wagon load from another man, and so on until they get together enough for a car load. Where in the world they could procure enough for a train of fifteen cars passes our comprehension. Let our farmers plant large orchards, devoted exclusively to a few varieties of fruit in demand for shipment, and they may depend upon it that a market will be found in the East, and our railroads will give us as good facilities as they now give the orchardists of California. It depends upon us, not upon the railroads, for when we have the fruit, they will furnish the trains to carry it away.

THE Columbia Waterway Convention has met and adjourned. The members listened to reports on the condition of improvements at the cascades, which were of a sadly discouraging nature, heard a few speeches, exercised the American's inalienable right to pass resolutions, created a perpetual association to look after river interests, and adjourned for one year. It was wise to make the association a perpetual one, in view of the progress being made in opening the river. *THE WEST SHORE* hoped, as expressed in its last issue, that this convention would inaugurate some practicable plan for the opening of the river, independently of the general government; yet while admitting the fact that if dependence is to be continued upon the action of congress, the present generation will not live to see the work completed, the convention continued in the old rut of seeking congressional appropriations. We will wait, now, another year, when it will again be time to pass resolutions.