

West Shore

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PORTLAND, OREGON, SATURDAY, NOVEMBER 2, 1880.

ONE of the greatest manufacturing enterprises of the west is the iron works at Oswego, six miles above Portland, on the west bank of the Willamette, whose extensive plant is illustrated in this number. Portland fails utterly to realize the magnitude and importance of this industry, which is converting the iron of her hills into money for the support of her business. The company is manufacturing a superior quality of iron pipe, using charcoal in the furnaces, which is being used in large quantities in San Francisco, Portland, Tacoma, Seattle and other cities of the Pacific coast. It has contracts now that will tax its present capacity to its full extent for the next two years. However, the question of doubling the plant is under consideration, and this will undoubtedly soon be done. In view of the importance of this industry to the city the WEST SHORE is of the opinion that no men handling the public money in a trust or official capacity, should ever give his consent to the sending of a single dollar out of the city for the purchase of any material this company can supply. Portland cannot afford, for the nominal saving of a few dollars, to fail to give so important a home industry its continuous and cheerful support.

Again has the question as to who discovered gold in California been brought up by the proposition to erect a monument to James W. Marshall, and the claims of Charles Bennett, frequently put forth, are again presented by a man who "knows all the facts," from hearsay. The evidence of a score of reliable people, and the diary of Captain Sutter, has settled beyond a doubt the fact that James W. Marshall was the man who discovered gold in the tail race at Coloma about the 25th of January, 1848—not the 19th, as generally believed—and demonstrated that it was the veritable royal metal. This was not, however, the first

discovery of gold in California, as mines were then being worked in the southern portion of the state. But even if it were, the monument should bear the names of others, as well as that of Marshall. It was Captain Sutter's enterprise in settling in the Sacramento valley and sending Marshall into the mountains to build a saw mill, that led directly to the discovery, and the latter was but an accidental agent. But for Sutter's efforts, the discovery would not have been made for years. Marshall lived a useless life and died a loafer. If a monument to commemorate the discovery of gold is to be erected, it is well that Marshall's name, and even Bennett's, should be carved on it, but also there should appear the names of John A. Sutter, Charles M. Weber, John Bidwell, Peter Lassen, Pearson B. Redding, and others of the pioneer settlers of the Sacramento valley, whose labors rendered the discovery possible and so shaped the condition of affairs that advantage could be taken of it.

A contract has been entered into, which took effect November 1, by which there shall be a joint operation of the lines of the Union Pacific and Chicago & Northwestern roads, each company to furnish its proportion of the equipments and take an agreed share of the receipts. By traffic agreements now in force by these companies this makes a through line from New York to Portland and Puget sound. Through passenger trains will be run direct between Chicago and Pacific coast points. This combination is made by the Union Pacific to place itself on an equal footing with the Northern Pacific, which company began some weeks ago to operate a through service to Chicago by way of the Wisconsin Central. These moves all point to the early combination of the railroads of the country into several gigantic systems, each of which will have terminal points on the Atlantic, Pacific and the gulf.

A surveying corps to finally locate the line of the Great Northern formerly known as the Manitoba system, from Great Falls, Montana, westward across the Rocky mountains to Missoula, has taken the field, and construction work on the line will be commenced as early in the spring as the weather will permit. It is stated that the Great Northern is buying up the stock of the Seattle, Lake Shore & Eastern, with the intention of making that road a part of its line and securing its terminal rights in Seattle. However this may be, there is little doubt that these two roads will connect, probably at Spokane Falls, and that by way of the Oregon Railway & Navigation line, which will be in Missoula ere long, the Great Northern will secure entrance to Portland, thus giving Portland and Seattle another through route to the east over an entirely new system.