

Early this year the Pacific Coast Elevator Company was incorporated, and immediately preparations were made for the erection of a system of elevators in the Columbia basin. During the season there were built, at various points on the line of the Oregon Railway & Navigation Company in Oregon, Washington and Idaho, twenty-five grain elevators, each having a storage capacity of from 40,000 to 75,000 bushels. These all act as feeders for the big elevator in Portland, or, rather, on the opposite side of the river at Albina, which has a capacity for storing 1,000,000 bushels and is the largest establishment of the kind west of Minneapolis. The first vessel loaded at that elevator last week.

This terminal elevator in Albina, illustrations of which appear in this issue of the WEST SHORE, is a thoroughly modern structure, equipped as well as the best in the world. It is 315 feet long, sixty-eight feet wide and 150 feet high. On either side under the cu-



BAGGING AND SHIPPING GRAIN.

pola are sixty-five deep bins in which grain is stored. In the top of the cupola a five-inch shaft runs the whole length of the building, and on it are sixteen large gear wheels, any one or all of which may be run at any time to move grain through the various connections. Power is communicated to the main shaft from a 350-horse power engine by means of a rubber belt thirty inches wide and 325 feet long. In the engine room is a dynamo capable of running 200 eighteen-candle incandescent lights, by which the building is lighted. There is also a Worthington fire pump, with river connections, with a capacity for throwing half a million gallons a day. Tanks in various portions of the institution, and a large reservoir outside, also furnish fire protection.

Grain is received by rail inside the building, let from eight cars at a time into hoppers, from which it is elevated by means of cup belts (shown in the cut) in the boot leg (the top of which is illustrated) to the

top of the house, weighed, spouted down to the first floor, where it is cleaned and properly graded, and then hoisted and dumped into the proper storage bins. To this point the grain is handled entirely in bulk, except as the farmer may deliver it to the line elevator in sacks, which he there empties. But the same difficulties in the way of foreign shipments in bulk that have always existed and will continue until ships cross the isthmus at Nicaragua are still present, and grain must be bagged before vessels can carry it safely. It is difficult to so load a ship that a bulk cargo can not shift in rough weather. From the storage bins in the elevator, the grain descends in spouts and is easily and rapidly bagged and sent down the slide to the vessel's hold. Loose grain is run in directly through the marine leg to fill the spaces between the bags piled in the ship. This method of handling is a great deal more rapid than the old one, and it also saves wear and tear of bagging. Bagging and shipping may be done at the same time grain is being received and cleaned, so there need be no cessation in either process for the other.

This is the only terminal elevator on the Pacific coast worthy the name. There are numerous warehouses on the sound and in California, and steps are being taken for supplying the need for conveniences of this sort that will give the sound proper shipping facilities very soon. Preparations are already being made for the erection of a duplicate of the Portland elevator on the same dock, so strong are the evidences of increase thus early apparent. It may be two or three years before the new structure is built, however, for the handling capacity of the present one is enormous.

The gold brick disease broke out in Port Townsend last week and but for the accidental interference of the police would have added another victim to its long list. When a man's selfishness and cupidity so far dethrone his reason that he thinks he can buy \$1,000 in gold for \$500, it is a pity that he is not permitted to realize what a fool he is by actually paying the money and getting his brass brick for a perpetual instructor in the fundamental principles of common sense.

Business seems to be looking up in the internal revenue department, the receipts for the past year exceeding those of the previous one by \$5,000,000. It is about time Uncle Sam went out of the liquor business the same as he did the cigar business. The government does not need the money and the tax cannot be considered a restriction in the sense that a high license law is. Abolishment of the internal revenue laws would rid us of a set of useless officials and stop the inhuman work of man hunting by special deputies.