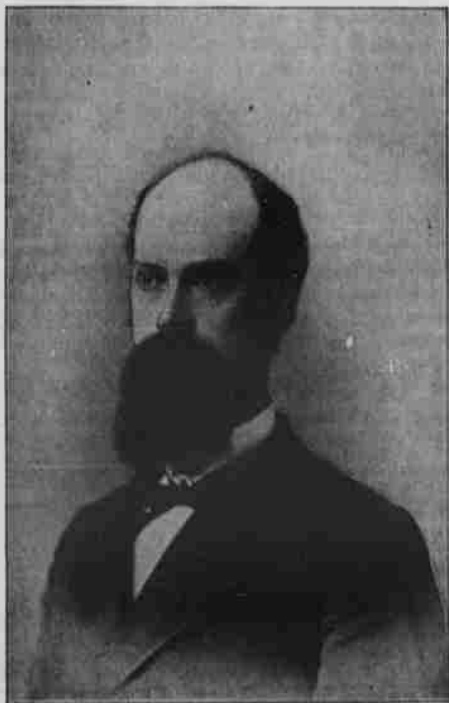


This week witnesses the opening to the public of the splendid hotel on the northeast corner of Fourth and Alder streets, "The Holton." The accompanying engraving is a splendid likeness of the building, which is a handsome, four-story, brick structure, located in the very center of the city, convenient to all the business portions, and on the most rapidly growing business thoroughfares. The name of the house has been identified with Portland for many years, and, indeed, its absence would seem as if one of the familiar landmarks were wanting. Its present proprietor, Mr. C. W. Roby, whose portrait also appears on this page, has expended a large amount of money in completely overhauling the house and refurnishing it throughout. Walls have been cleaned, papered and tinted, woodwork repainted and varnished, and the whole plumbing system has been removed and replaced by new and first class materials and appliances. The rooms, about eighty in number, are all fitted with elegant body Brussels carpets, and furnished with handsome antique oak, sixteenth century and mahogany furniture. The bedding is all new and of a quality far superior to what is usually found in houses of public entertainment. Not a piece of old furniture is to be found in the house, every room, from floor to ceiling, being furnished direct from the factory. Mr. Roby has been a resident of Portland since 1879, and has become well known all over the coast. He was appointed postmaster of this city by President Cleveland, which position he filled for about five years, with credit to himself and satisfaction to the patrons of the office. He is now opening a neat, quiet, orderly, home-like hotel, one to which all may apply for entertainment with the assurance of being treated with perfect satisfaction. Mr. Roby has associated Mr. H. L. Murton with him as chief clerk in the management of the hotel, and that the house will be one of the most popular in the city is already assured, as the public may rely on the most courteous and careful attention to their comfort.

A short time since a loud cry went up from all sides demanding of the railroad companies operating in the Palouse country, Washington, that they furnish facilities for moving to the seaboard cities the grain which had accumulated at all the stations along the roads. This demand was echoed



CHARLES W. ROBY.

by the chambers of commerce and boards of trade of the leading cities of the sound, and considerable feeling was worked up about what was made to appear an effort on the part of the transportation companies to assist the elevator companies in forcing down the price of grain. The railroad com-



HOLTON HOUSE, PORTLAND, OREGON.

panies immediately set about supplying cars and with such energy that the places which called the most loudly for grain are now literally buried with wheat. The warehouses and elevators at Tacoma are filled to overflowing with 2,000,000 bushels, and the side tracks of the railroads are crowded with loaded cars, and the company is still delivering more at the rate of seventy-five carloads a day. At Pasco, in Eastern Washington, over 600 loaded cars are standing on the side tracks waiting to be hauled out. It seems to be the result of an effort on the part of the railroad officials to show those places how utterly unprepared they are for accommodating business when it does come, and that they have succeeded is plainly apparent. No ships can be secured to take the grain away, and, as the season is at hand when sailing vessels are very uncertain in their movements, there is no means of telling how soon this second blockade will be raised. The warehouses and elevator companies at Portland, owing to their greatly superior capacity and to the greater number of vessels loaded and dispatched, have thus far been able to handle the large volume of business poured in upon them by the railroad companies.

Since active construction work on the Puget sound extension of the Union Pacific railroad was stopped the only work done on the steel bridge across the Columbia, at Vancouver, has been the finishing of the draw pier and providing means for warding off ice, logs and other objects which are calculated to damage the pivotal pier. When this work is completed all hands will be laid off until the report of the engineers, now making an investigation of work done, is acted upon. Should it be favorable the probabilities are the work will again be taken up and pushed forward to completion. Some work is still being done on the grade, finishing up contracts almost completed at the time general operations were ordered stopped.

Three separate companies have submitted propositions to the city council of La Grande, Oregon, for supplying water for municipal and private uses. Each agrees to begin work within thirty days from grant of franchise and supply water within twelve months. Franchises of twenty-five years are asked for, and the city is to take water for fire purposes and pay for it at the rate of about \$200 a month to start with, and each additional hydrant to be paid for extra.

The refinery recently erected at Vancouver, B. C., turned out its first sugar on Friday of last week. The establishment employs seventy-five men at present, and the output is 100 barrels per day.

The town of Castle Rock, Washington, spent about \$100,000 in general improvements during 1891, buildings alone being erected costing \$58,000.