

During the past two years many of the towns on the small bays along the coast have been placed in direct communication with Portland by small steamers operated by companies organized for that purpose. In every instance this trade has proved to be highly remunerative to the companies, and in the aggregate the traffic has formed no inconsiderable portion of the city's wholesale business. The greatest drawback is that not enough of these places are thus reached. Lines should be established to every one of them, and the trade which legitimately belongs to Portland would thus be secured. Coos bay, on the coast of our own state, has thus far been neglected in this particular, and it is probably the second in importance of all the points on the coast. It is surrounded by a remarkably rich country, and the bar at the entrance to the bay does not make it hazardous for vessels of light draft to trade there. A recent issue of the *Coquille Herald* contained the following relative to this matter:

"Portland must awake to the situation, and if she desires to have the reputation of being a live, business city, as is claimed, her business managers should see to it that channels of trade are opened to this section of the state, and be more inclined to regard this portion of Oregon as part and parcel of her commercial territory. Seven steamers pulled out of Coos bay in one day week before last, all richly laden, for San Francisco—not one for Portland. So, too, in three days of last week eight schooners left this river for the same southern market, freighted with products of the wealth of our valley, which Portland has not as yet asked for. The absence of proper communication with Portland makes it necessary for our citizens going there, or her citizens coming here, to go via San Francisco. How preposterous the idea, yet how true from necessity, that to go from this city to Portland at this season of the year, we must first go 400 miles south to San Francisco. Of course the outlook is brightening for this section, and very soon our advantages will be equal to the need, but Portland has no hand in it and will receive little benefit from it. If she continues to 'sleep on her rights,' when the channels of trade are once established, it will cost more to divert that trade than to have gained it at first."

The only effort thus far made by Portland to provide traffic arrangements for that part of the state is the placing of the small schooner, *George H. Chance*, on the line as an experiment by the Deep Sea Fishing Company, of this city. The schooner was built for the purpose of prosecuting the work of the company, but proved to be too small to accomplish what was required of her, and being placed on the run between Coos bay and Portland has paid her owners handsomely. She is not fitted for passenger service, and her freight capacity is very limited, so that while she has not been able to accommodate the business offered she has demonstrated beyond a doubt that the trade is there and only requires the means of its procurement to be added to the already large coast trade of the city. This is a most important matter, and it is to be hoped some means will be supplied at once to remedy the difficulty.

Judge James G. Swan, of Port Townsend, takes issue with Professor Elliott on the subject of the habits of seals, and when such a man as Judge Swan takes a stand on any question relative to the fisheries of the North Pacific it will be well for any opponent to stand well to his defenses, for he has spent a quarter of a century in a study and investigation of the subject, covering a wider range of inquiry and a greater area of country than any man living. Judge Swan affirms that seals are often born in the water and can swim from the moment of birth, thus flatly disputing Professor Elliott's pet theory that a young seal can not swim and will "sink like a stone" if it accidentally fall into the water. It has always seemed absurd that an animal living in the water, and as much at home there as a fish, should require to be taught to swim, instead of swimming by instinct, and the ordinary individual, guided by common sense, will naturally incline towards the theory of Judge Swan, that seals swim instinctively from the moment of birth. This may, at the first glance, appear a matter of scientific interest only; but it has a great bearing upon the Behring sea controversy. The chief reason for maintaining a closed season there has been that the seals breed upon the islands, and the mother seals forage in the adjacent waters for food for their helpless progeny left upon the rocks, and that if the mothers be killed in the water by sealers the young seals will starve. If, on the contrary, Judge Swan's contention that seals are also born in open sea and can swim from the time of birth, and, if necessary, earn a living themselves, be true, then the force of this argument falls to the ground. The controversy is becoming an interesting one, and presents an instance where a great diplomatic question may hinge upon a comparatively insignificant fact in natural history.

Portland parties recently made an investigation of the deposits at the east side of this city, and to their own satisfaction found that there existed an inexhaustible supply of a superior quality of potter's clay. They secured samples which have been forwarded to Ohio to be tested. If the quality proves good, as indications suggest, no time will be lost in the erection of pottery works here on an extensive scale. It is hoped that no dis-

appointment awaits those interested in the project, as a pottery would be of great benefit to Oregon City in the improvements she contemplates making in her sewerage system, besides the other benefits that always accrue from the operation of enterprises where labor is employed and trade from abroad is attracted. Terra cotta flues, tiling and other pottery ware cost this city no small amount annually. The board of trade should lend assistance to and encourage the enterprise.—*Oregon City Enterprise*.

January, 1891, will go on record as one of the warmest and driest Januaries ever known in this region. In 1873 the average temperature for the month was 1.4° higher and in 1877 the rainfall was .87 of an inch less, but these are the only exceptions. On the twenty-fifth the temperature was below the freezing point for twelve hours only, the lowest point touched being 25°. The highest for the month was 56°, and the average 43.2°. The total precipitation was 3.62 inches, being a little more than one-half the January average for the past eighteen years. There were eight cloudless days, nine partly cloudy and fourteen cloudy. Rain fell on sixteen days. This data is from the report of the United States signal officer at Portland, Oregon.

The most important strike ever made in the Pand d'Oreille mining region occurred in the Chloride group, at Lake View, on Lake Pend d'Oreille, twenty-four miles from Hope. The miners were running a tunnel 300 feet into the mountain when they encountered a vein of twenty-six feet thickness, and even at that great width they had not completely penetrated the vein. It promises to be the richest strike ever made in the Idaho panhandle. The vein is quartz, bearing eighty ounces of free silver and \$7.00 in gold to the ton. A 100-stamp mill will be erected on the lake shore to care for the products.—*Spokane Spokesman*.

A company has been organized at Walla Walla, Washington, for the purpose of engaging in mining in the Greenhorn district, in Eastern Oregon. A wagon road will be constructed to Greenhorn City, which will make the mines much more accessible than at present and place the camp within one day's ride of Baker City. Experts who have examined that section state that the mines will yield large returns from working, and this company is so firmly convinced of the richness of its claims that it will invest a large amount to place them on a paying basis.

One of the public spirited citizens of Union, Oregon, offers to subscribe \$25,000 to the capital stock of a woolen mill to be erected at that place by any company or individual. Union has an abundant water power, is in the midst of a wool producing country and possesses splendid railroad facilities, so that nothing seems to be lacking for the success of such an enterprise save the necessary push and energy to bring it to a successful issue. The people of the town are now moving in the matter, and the prospects are fair for an institution of that nature being established.

The Puget Sound and Alaska Trading and Fishing Company has been organized at Tacoma for the purpose of engaging in the cod fishing business. Fish will be caught on the Alaskan banks and brought to Puget sound to be prepared for market. Skilled men from the Lofodden fisheries off the coast of Norway will be employed.

The Independence & Monmouth railway company, which is operating a motor line between Monmouth and Independence, has filed supplementary articles of incorporation with the secretary of state increasing its capital stock to \$100,000, and providing for the extension of the road to Falls City and Salem.

The transfer of the Portland evening *Telegram* to Captain George H. Moffett, and its reorganization upon a thorough newspaper basis, gives Portland another daily paper that will do its share towards upbuilding the city and add to its reputation as the leading news center of the northwest.

A new hotel, to cost \$100,000, is to be erected at Butte, Montana, on the site now occupied by the St. Nicholas. It will cover 100x120 feet on the ground.

During the past six months over 150 timber claims have been taken up in Washington by young ladies.

A board of trade has been organized at Lafayette, Oregon, with a membership of twenty-seven.