



## APRIL.

Ah, who is this with twinkling feet,  
 With glad, young eyes and laughter sweet,  
 Who tosses back her strong, wild hair,  
 And saucy kisses flings to Care,  
 The while she laughs at her? Beware!  
 You who this winsome maiden meet.

Her feet dance on a daisied throne;  
 About her waist a slender zone  
 Of dandelion's gold; her eyes  
 Are softer than the summer skies,  
 And blue as violets; and lies  
 A tearful laughter in her tones.

She reaches dimpled arms and bare;  
 Her breath is sweet as wild rose air;  
 She sighs, she smiles, she glances down,  
 Her brows meet in a sudden frown;  
 She laughs; then tears the violets down—  
 She'll steal your heart. Beware! Beware!

ELLA HIGGINSON.

## PROMINENT MEN OF THE PACIFIC COAST.

Prominent among the members of the Portland bar is C. A. Dolph, president of the Oregon State Bar association, whose portrait appears on the first page of this paper. Mr. Dolph is a native of the state of New York, his ancestors being among the early settlers of New England. Abda Dolph, his father's grandfather, was born at Boston, Massachusetts, in 1740, and served with some distinction in the Revolutionary war, as did also his brother, Charles Dolph, to whom congress voted the thanks of the country for military services, evincing exceptional skill and courage. Joseph Dolph, grandfather of the subject of this sketch, settled at Whitehall, in the state of New York, where Chester V. Dolph, his father, was born in the year 1812, and the family removed to a place afterwards called Dolphsburg, in what is now Schuyler county, in the same state. Mr. Dolph was born near that town, September 27, 1840.

Mr. Dolph was educated in the schools of his native county, receiving only such further assistance from his father—who had been a teacher, but afterwards a lumberman and farmer—as the latter's life of incessant toil and many cares would permit. At the age of eighteen he took up the profession of teaching, and taught school a portion of each year until the spring of 1862, when he came to the Pacific coast and settled at Portland, where he has since resided. Mr. Dolph began the study of law while engaged in teaching, and in the year 1866 opened an office in Portland, where he has since been actively engaged in his profession, and now controls a large and lucrative practice. He has been connected with many of the important enterprises organized for the development of the northwest, notably the Oregon & California railroad, the Oregon Railway & Navigation company and the Oregon Improvement company, of which last mentioned corporation he is now the vice president.

Mr. Dolph's characteristics as a lawyer may be best given in the language of one who has known him intimately, both personally and professionally, for many years, and who, speaking of him, says:

"Every part of the large and complicated business of his firm has his personal attention and supervision. He is a hard and conscientious worker. The law is said to be a jealous mistress, yet Mr. Dolph's devotion to his profession entitles him to the place which he has in it. He is cautious without being timid, and is exceptional for the soundness of his judgment. Having a retentive and discriminating mind he never forgets nor misapplies a case. He has in an unusual degree those qualities which distinguish the safe lawyer from the showy one. Steadfast in his friendships, conservative in his judgment when the conduct of others expose them to censure, considerate of the

feelings of his fellows, scrupulously careful of the rights of those with whom he is brought into business relations, and conscientious in all he does, he is deservedly held in high esteem by all who know him."

## RAILROAD PROJECTS IN WASHINGTON.

This year, as last, the state of Washington promises to be the seat of the greatest activity in railroad construction in the country. The great transportation companies contending for supremacy in that wonderfully-developing region all seem to be bent upon pushing forward the work already undertaken as well as planning new enterprises. In this work the Northern Pacific seems to be well in the lead. It not only possesses the only line across the mountains, but it reaches more terminal points, and is stretching out to a greater number of new ones, than any of the others. Besides its terminals around Puget sound, it has extended its system to Gray's harbor and thus strengthened its position mightily. A line up the coast through the Olympic region to the Straits of Fuca, and thence by ferry to Vancouver island and by rail to Victoria, the capital and metropolis of British Columbia, is one of the moves it not only has in contemplation, but for which active preparations are being made. Such a line would be the first to pass through the undeveloped region lying west of the sound, where there are large areas of agricultural land, great bodies of timber, and, it is believed, much mineral wealth. Still another move is that of securing a direct ocean terminus for wheat shipment at Shoalwater bay. Its line from Chehalis to Willapa harbor, as the deep water upon which the thriving young city of South Bend is situated is called, has been under construction since last summer, and will be completed before the end of the year. Supplemental to this is a line projected across the mountains from North Yakima to Chehalis. Increase in its capacity for trans-montane traffic is a vital necessity, since its present line is now taxed to its utmost, and the construction of a new line, through a new region and shortening the route to its new terminals, would be worth more to it than the difference in cost between such work and that of double-tracking the present line. This would shorten its route to Portland many miles, and give it almost an air line from the wheat fields of Eastern Washington to its two ocean harbors on Shoalwater bay and Gray's harbor, with better grades than on the present route to the sound. When this is done it will be difficult for any other system to get into a better position to handle the traffic of that region than the Northern Pacific. Shortening the route to Portland, an object previously sought to be gained by a line down the Columbia, but which this move would render unnecessary, will be one of the greatest points secured, since, after all that has been said, Portland is, and will continue to be, the great freight terminal and railroad town of the northwest.

However, a line down the Columbia, on the north side of the river is certain to be built. Hunt's sale of his system to the Northern Pacific can only delay its construction. It is too desirable a route into Portland to be neglected. The engineering parties were not withdrawn, and are still at work upon the survey, either in the interest of Mr. Hunt or some one else. The Great Northern has been credited with an intention to thus reach the great metropolis of the Columbia from Spokane, and thus help drain the wheat region by the Columbia route, instead of attempting the expensive feat of hauling grain over the steep mountain grades necessary on any route farther to the north. Its line to the coast will be pushed this year with its proverbial energy, to connect with its lines on the eastern shore of Puget sound, where it already has two fine terminals, Seattle and Fairhaven, and a line to the Canadian Pacific at New Westminster. The line for the joint use of itself and the Union Pacific from Portland to Seattle, will, doubtless, have work upon it resumed soon, as both of those great companies are determined to have such a line, even if it be necessary to build it without the co-operation of the other.

Aside from these movements by those great transcontinental systems, there are other line projects, chief of which is the westward march of the Spokane & Northern, whose proposed extension to the coast from Kettle Falls gives promise of being more than talk. Active surveying is in progress, and a line by this route from Spokane to Puget sound, bordering the international boundary and tapping the great mineral districts of that region, is one of the bright possibilities of the next two or three years.

All these great projects mean increased population, a multiplication of the wealth of the state, an industrial development far greater than anything yet seen, and an elevation of the state to a higher position in the great sisterhood of which she is so young a member. Railroads give life to commerce, which is the basis of all material prosperity, and the more of them traversing the country the better for every industrial interest and the people at large.