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and Washington Territory and such portions of Nevada, Idaho, Montana and Utah Territories, and of British America, as are drained by the Columbia river and its tributaries This watershed contains over 395,000 square miles - a grand scope of country greater than Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Jaland, Connecticut, New York, New Jersey, Delaware, Pennsylvania, Ohio, Mary-land, District of Columbia, Indiana, Illinois, Missouri and one-half of West Virginia com-bined, and this without counting Southern Ore-gon or our coast and Puget Sound drainage, which, though not drained by the Columbia, is randily conversion to reach the columbia, is rapidly converging towards it commercially, by the force of our railroad system. While

ticular. While these

wants of the world.

THREE PRIME CONDITIONS.

tunities for wealth and "diversity is certai

FRUIT GROWING, WHEAT RAISING

THIS COLUMBIA BABIN

Has, at present, but one commercial center-the city of Portland-this Atlantic country referred to has many. Maine alone has her Portland, New Hampshire her Manchester, Massachusetts her Boston, Rhode Island her Providence, Conher Beston, Rhode Island her Providence, Con-necticut her New Haven, New Jersey her Newark, the Empire State her New York, Pennslyvania her Philadel-phia,' Delaware her Wilmington, Mary-land her Baltimore, the District of Columbia its Washington, West Virginia ber Wheeling, Ohio her Cincinnati,' Indiana her Indianapolis, Illiand rendering each part dependent on the other; and the great Columbia river and its tributaries as nois her Chicago, and Missouri her St Louis-a grand continuous and natural system, ramities this wast space of territory, and in connection with, and aided by, our ever expanding railroad nearly three times the entire population of Ore-gon in itself-five more of over 100,000 each, system, drains and centers this great variety of productions into one common channel for the nine more of over 50,000, and over sixty other cities of less size, but each one of them larger than the city of Portland ; and while we have scarcely four hundred thousand people all told, or a little more than one to the square mile, there they have a little over 26 and a half millions, or Grain producing, lumber-making, iron-smelting-coal-mining, stock-mising, ship-building, wool-growing, fishing, commerce, manufacturing, ag-riculture—these are some of the great industries in which we we can lead and the elements of our present and future prosperity. The resources are given us by a bountiful Creator, and to de-velop them is the work of our people. Rich soil, fine climate, an intelligent population, an inter-nal capacity to develop a home market, and splendid facilities for foreign ones in the future when I tell you that we are favored in the high-est degree in all these respects, you all know that I am telling but the manifest truth We of the northwest are on the great line and Grain producing, lumber-making, iron-smelting they have a little over 26 and a half millions, or over 70 to the square mile. Our Willamette valley, even, is larger than Vermont or New Hampshire, nearly as large as Maryland, larger than Massachuschts or New Jersey, nearly three times as large as Connecticut, is five times the size of Delaware, and ten times as large as the "great" State of Rhode Island. Were this valley received in prevention to the collective of the value "great State of inhode island. Were this valley populated in proportion to the valley of the Ohio, it would have five hundred and fifty thousand people; or the valley of the Susquehanna, over seven hundred and twenty-five thousand; or the Merrimae river, one million and seventy-six thousand; or as the Hudson or the Deleware river, over two millions, or more than 24 times its present population; and were the valley setthed as thickly as Massachusetts, for instance, it would support twenty-five hundred thousand people. When we consider the whole of our State, we find it equal in size to all of New Eng-land, and two thirds of the Empire State thrown cent, in in. Those have a population of nearly 7 and a half millions, with fifty members in the house of representatives to one from Oregon.

OUR STATE IS LARGER

Than the great State of New York and Pennsylvania combined, and is much larger than either Ohio and Pennsylvania or Indiana and Illinois, abined, and is much larger than either laid side by side. Oregon is half as large in area as France, about twice as large as Old England, as France, about twice as large as Oid England, and our state, our people turning out eight times the size of Holland, and nearly nine times as large as Deigium. Were Oregon the enticing blandishments of all the other

and the overwhelming percentage of that arriv-ing at Boston or New York drove irresistibly on ward toward the west and northwest The great growth of eastern cities is among the more northgrowth of eastern cities is among the more north-erly ones, and increases as you come westward. Boston, Chicago, Cleveland, Toledo and the more northern towns have excelled Baltimore, Cin-cinnati, St. Louis and the more southerly. Indianapolis has doubled in ten years and so has St. Paul, and Minnespolis is four times as large with 1870. All this is neared on unsuch as St. Paul, and Minneapelia is four times as table as in 1870. All this is in pursuance of immutable laws of nature and the universe. The aggresive, ever stirring, conquering people are advancing along these lines. And now a word concerning our friends to the

SOUTHWARD ON THIS COAST.

A little reflection on all these facts, with many others unmentloned, and the reasons underlying, others unmeritation of an excidenta contributing to the ex-cessive growth of San Francisco near the 38° of latitude, and it must be admitted that much of the metropolitan condition is abnormal. For instance, take its navigation to Japan and China. From various causes it comes as far as the 46th parallel, opposite the mouth of the Columbia and then bears to the westward throughout the voy-age. By the new route via Granger and Baker City, Portland will be many miles nearer Chi-cago, St. Louis and New York than San Franadmit. It is not necessary to assure a webfoot audience of our abundant blessing in this parcisco, and the transcontinental route to Japan and China will be at least 500 miles shorter via the Columbia river than by the old way of San Exist in the great northwest, we find it also Exist in the great northwest, we find it also adapted to the operation of those three laws : which sway human existence, to-wit: Love of life, desire for health and passion for wealth— for here life can be most prolonged, health best secured, and wealth most easily acquired. Through our climate we avoid the heat and at-tending evils of scorehing eastern suns and the extremes of their cold, chilly and desolate win-ters—the mortality reports showing this to be the Francisco. Fellow citizens, along this line of progress and growth there is rolling onward towards us a ceaseless tide of immigration, an irre-sistible stream pouring over the plains of Kansas, Nebraska, Colorado and Dakota and rolling rap idly towards the golden sunset of the west. It is coming, coming, and when the flood-gate bar-riers are opened by the hand of capital and labor and bands of steel have bound us with the cast, ters-the mortality reports showing this to be the healthiest section of the United States. Our rich and diversified industries afford fine opporwho can tell what the grand future has not in store for the northwest? Those of us here should take time by the forelock, and the most practical Our elimate and our productions vary.' This is a great advantage. Southern Oregon is differ-ent from the Willamette Valley in many rehint I can throw out is to say that the rich most valuable farms of the nigh future will be on most valuable farms of the high ruture will be on lands to-day waste and neglected. Those who are doing well and have fair business prospects ahead can well let well enough alone-time will bring its increase; but to those unfortunate in ent from the Willamette valley in many re-spects, and the Puget Sound country varies widely from eastern Oregon. In fact, no two sections, valleys, or localities are entirely similar sections, valleys, or localities are entirely similar and our varied productions are carried all over our country, and along the slopes and fertile valleys of our sea coast and the lines of our rivers and railroads passing from one climate to another, giving us not only the easiest and cheap-est facility of exchange, but that also the diversity of want and supply most favorable to commerce, and conducting scot part decendent on the other: these respects I would suggest, look well to what the future will surely bring, and ere it is too late, and while you are on the ground, prepare your-selves to reap some of its great harvest.

You remember in the early part of this address comparison was drawn between our northwest and the northeast, or a like area of New England and western and northern States containing nearly twenty-seven millions of live, energet people. It is interesting for you to know that, notwithstanding the difficulties in the way of our growth, yet we have in the last ten years ingrowth, yet we have in the last ten years in-creased five times as rapidly in proportion. Let us of the northwest grow with the yearly per-centage of increase of dry and hot Colorado, for instance, and in twenty-five years our popula-tion will equal the population of that great area of eastern States. While speaking of growth by immigration westward, I have been struck by the novelty and force of an idea advanced by an able and well informed writer, and an old pio-near of Overon. He save: neer of Oregon. He says:

"IF OUR PILGRIM FATHERS

Had landed at the mouth of the Columbia or the Golden Gate, instead of Plymouth rock, can any man believe that their posterity would ever have settled the country east of the Bocky mountains, as long as they could get land enough here to keep them from starvation? The terrible cold, the excessive heat, the frightful hurricanes, the We of the northwest are on the great line and long winters, and the thousand and one other "drawbacks" over there would have turned back latitude of emigration. From New York and Boston westward the line extends, and for years the leading growth of this nation has been along the tide of immigration from this coast as long as this extension, increasing in regular ratio towards the west, until it reaches the rate of nearly 300 per cent. of the growth in a decade in Kansas, there was ground enough here for a man to stand on. Providence wisely ordered that in settling America the most uninviting part of it should be settled first, and settled by a people whose aus-tere manners, rugged constitution and rigid the-ology better harmonized with the discouraging features the New World presented, than they over 309 per cent. in Nebraska, over 400 per cent, in Colorado, and nearly a thousand per cent. in Dakota. None of these sections can possibly equal this great northwest in all of the esably equal this great northwest in all of the es-sential elements for prosperous and contented homes, yet they lie along the line of railroad communication and they thrive. We are on the natural line of emigration and com-merce, but this railroad communication does not reach us; it deflects to the south and our sister, California, has reaped the harvest and only by our people turning out would have done with more delicate organiza-tions reared on this coast. The Pacific coast was reserved for an improved posterity." As it is we can state that as the latter portion of the feast is generally the best, so, indeed, "Time's noblest empire is the best " How different would have been their situation had our pilgrim fathers landed here instead of Plymouth rock. Here an abundance would soon have blessed their labors, there their lot was one of dan while

chusetts not as large as either Lake, Grant or Baker county, has her wealthy Boston, with its 363,000 people, and her Cambridge and Fall River, and Lowell, and Worcester, and her Law-rence, each averaging 50,000 a piece, with thir-teen other large cities ranging in pepulai on un-der that number, but all larger than the city of Yorland is to-day; and although Massachusetts is only about one-twelfth the area of Oregon, she has over nine times as many people. Were Oregon as densely populated as Massachusetts, it would have over twenty-one millions of people-a Rum-or equal to two-fifths of the entire population of the United States. Mother subject of great intreest is that of rea-fonable and cheap transportation-hacilities for ideapness of cost when carried. Commerce fol-lows two great competitive channels-the NATUEAL WATER-COURSES,

NATURAL WATER-COURSES,

And the artificial railways-and while private capital will build the latter, to the general gov-ernment alone our country looks for the imernment alone our country looks for the im-provement of our water transit—our rivers and our harbora. The development of a new coun try depends much upon the cheapness of its transportation, and the true policy—the one ac-tuating large-brained and big-headed railroad men—would regulate freights and fates with regard to the cost and risk of the service rendered; but when greedy avarice and little minds control, the fatal opposite, the principle of how much the traffic will bear, how much the producer can stand, is in danger of prevailing; and if it does, down go the thumb screws. When such a policy commences to operate, the people become agitated and restless and restraining legislation it demanded, and serious conflicts between the government and the powerful creaures of that government become imminent. Some indeed are beginning to urge that very often competition between railroads is more appar-ent than real; that for instance, more inilroads to one point than the transportation actually denands, heightens, rather than cheapens, the carrying charges; for, as they reason, railroads are permanent investments, and realizing that they cannot run each other off, they combine-form "pools" and carry the products of the land at such firms if realizing the land at such figures, if possible, as will renumerate them for all the capital employed in all the competing roads. Competition does not exist where combiroads. Competition does not exist where combi-nation can be had. But generally, so long as railroads are governed by liberal and public spirited men no trouble need be apprehended; but calculations based on human life and probabilities are very uncertain at best, and in times of peace they say we should ever prepare for war, and the part of true political wisdom is to war, and the part of the political wisdom is to pursue such courses as time, experience and rea-son have repeatedly suggested. The uniform lesson of experience has been that waterways are the natural competitors of railways—not that they carry the trade, but that they compel the railways to keep their rates of charges within due bounds. Take illustrations from the east. Four wealthy, powerful trunk lines of steel rails run from the interior to the sea board of the Atlantic, possessing, with others a power of forming a vast "pooling" combination to control the rates of

THE CARRYING TRADE

And keep them uniform; yet, notwithstanding; there is a periodical rise and fall in their rates. In the winter, when all the waterways are fro-In the whiter, when all the waterways are no-zen, however much we may regard railways as masters of the situation who may raise their rates of pleasure, yet, as spring opens, the free lakes and the Erie canal—yes even days and weeks before, as they compete for the carrying of rates of the stress of the carrying of grain which they know will soon have an opportunity to go by a free water-course-down tubble the rates. It is not near so practical a question to the producer to know whether a waterway does carry the products when parallel with railways, as to know that it can carry them. This very fact keeps rates within reasonable bounds, and with far greater potency bounds, and with far greater potency than all others powers combined. The lakes and the Eric canal effects not only the parallel lines, but also all lines to the seaboard to Boston, Philadelphia, Baltimore and elsewhere, as well as the route to New York ; for although these several points have no direct water comm-unication with the west, yet, as they are competing points, a fall in freights to one effects all. Then, again, competition with the Missis-sippi river, more especially since the improve-ment of its mouth, affects nearly the whole of the south and northern interior. And so with

A LIBERAL POLICY

A LIBERAL POLICY Should be pursued toward all of the few harbors we posses, and the government improvements, live, should be trongly and deepy lid, and per-manent. The government has not been liberal in a year, even to include these diminutive extern the past. Is only appropriates about ten millions a year, even to include these diminutive extern the year of their should climbing over the ripple –while old France, for instance, has a pended nearly that sum upon a single river between her often year of their should climbing over the ripple –while old France, for instance, has a pended nearly that sum upon a single river between her often year of their should climbing over the ripple –while old France, for instance, has a posterily that and the year. The general government has often yiven itberally of its means and of its public duty bound expend its means to improve cur mater ways and supply competentitive longuages for any otwaste any necessity for blate or national any overty, exercising their undoubted supremay any otwaste any necessity for blate or national any overty, exercising their undoubted supremay any otwaste any necessity for blate or national any overty, exercising their undoubted supremay. — Who is that our occess traffic may building the instruction in matters of public concert. — Who is that our occess traffic may building the being more contended for the wards of the year is a public the immerce, and also through probable changes in the manneer of ocean transportation. Steam is public driving the sail from off the see, and with public provement of refine harbor of the see and with the immerce and also through probable changes in the manneer of ocean transportation. Steam is public driving the sail form off the see, and with public driving the sail form off the see, and with public driving the sail form off the see, and with public driving the sail form off the see of the shorter of the see and the set of the see of the shorter and the see and the set of

rapidly driving the sail from off the sea, and with steamers carrying our surplus produce, under the advantages contended for by some of the shorter and quicker routes-either by way of Wilmington in Southern California, thence by rail to Galveston and on to Liverpool or Queensiown by steamer, or by way of the Panama route or contemplated isth-mus canal, or by any other method-it is sincerely bound that hoped that A BRIGHTER FUTURE

hoped that A BRIGHTER FUTURE A waits our shipping producers. But my hour has passed and while the surface croppings only of the subject have been investigated, and many matters relating to special sections of the great northwest remains unbouched, yet I must close. Progress and develorment seem to be the order of our coun-try and our age. Within the lifetime of the gray-haired about me many of our most useful inven-tions have been perfected -telephones and fire en-gines, gas and electric lights, sewing machines and steamships, photographs and telegraphs. and the whole of our great railway systems. Great has been the growth of the new world, but its grandest progress has been in these United States of Amer-ica. The thought at first seems almost incredible that not six of the generations of the sons of man, counting them by the Biole sge of three score and ten, have passed away since Columbus parted the veli that hung before this confinent and unlocked our goiden gates that the banner of civilization and progress might be borne herein. May the pro-gress of the future be as grand as that of the past, and may contentment, happiness and prosperity ever be the lot of the good people of this land.

Baces Which Come to America.

Our New York correspondent, in continuation of his previous telegrams, furnishes us with later information as to the immigration into that city. It goes on increasing in volume as it proceeds. The movement is a European one, and it is not, therefore, possible to explain it by any merely local, or even national cir-cumstances of the moment. It is notice-able that the great bulk of the immigration is supplied by Germany and by the countries akin to Germany in race and

faith. The nations of Latin or Celtic race and of the Roman Catholic religion seem to have lost the impulse of colonization which they displayed in former centuries. Spanish America, Brazil, Lower Canada and many portions of what are now the United States show that Spain, Portugal and France once had the impulse, now apparently spent, of foreign settlement. It may revive. To this there is an exception in the case of one Celtic and Roman Catholic country. The number of immigrants coming to New York from Ireland is next in its total amount of that proceeding from Germany, and, taking the proportion of the population from which it is drawn, is greatly in excess of it. Its quality is as remaikable as its quantity. Our correspondent describes it as consisting of skilled artisans and of families bringing a considerable amount of capital with them. They move Westward to settle on freeholds in Nebraska and Colorado. They describe themselves, if we rightly out of the waterways of our great understand our correspondent, as driven out of Ireland, not by the tyranny of the British Government, but by the pro-ceedings of the Land League. The character of the men is shown by their plans, as well as by the fact that they come supplied with money, the earnings, no doubt, of industry and thrift. Allowed as little fair play in Ireland by Mr. Par nell and his associates as by hard landlords and a vicious land law, instead of loafing and lounging in the great towns, they move Westward to reclaim and cultivate holdings of their own. The United States is to be congratulated on the men whom they are gaining, and Ireland and the United Kingdom may deplore the loss of an element in Irish society which can ill be spared .- London Daily News.

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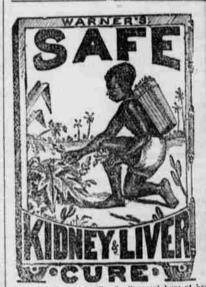
YOUNG MEN

W HO MAY BE SUFFERING FROM THE EF-fects of youthful folles or indiscretion, will do well to avail themselves of this, the greatest been ever hid at the altar of suffering humanity. DR SPINNEY will guarantee to forded \$500 for every case of Seminal Weakness or private disease of any kind or character which he undertakes and fails is ure.

MIDDLE-AGED MEN.

MIDDLE-AGED MEN. There are many at the age of thirty is skity who are troubled with too frequent executions of the biadder, often account particles of the system his a manner the patient cannot account for. On exam-hing the urinary deposits a ropy sediment will done be found, and somethings small particles of albumes will appear, or the color will be of a thin milkish has and changing to a dark and torget appearance. There are many men who die of this difficulty, sma-there are many men who die of this difficulty, small all changing to a dark and torget appearance of the cause, which is the second stage of semi-al weakness. Dr. 8, will guarantice a perfect cure in all such cases, and a healthy restoration of the genha-urinary organs. There Hours-10 to 4 and 6 to 8. Sundays from 90 to the A. M. Consultation free. Thorough examination and weakness.

nd advice, 15. Oall or address DR. SPINNEY & CO., No. 11 Kearny street. San Francisco, Cal.



Deigium settled as thickly as Ohio, our population would be over seven and a half millions; or as Pennsylvania, we would have over eight and one-half millions; or New York, over ten millions; or or Switzerland, over thirteen millions; or France, about eighteen millions; or Holland, about twenty-seven millions; or our mother country, England, probably over fifty millions, or as many as are now in all of the United States of America. These facts are almost startling Such are comparisons for the State of Oregon only. What, then, would they be for the whole of the basin of the columbia or the great northwest? And, pos-sibly, it might be well to refrain from entering upon a comparative computation for fear of se-vere sunstrokes or dizzy headedness, for in that comparison all these figures would have to be quadrupled. Gather together all there is of Eng-land, Scotland, Belgium, Holland, France, Denmark and Switzerland, where over 85,000,000 of people dwell, and it does not equal the water shed of the Columbia and its tributaries. And all those countries have their mountains and timber and their barren and waste lands and are growing, increasing and developing yet, and will for ages to come, notwithstanding heavy annual depretion from immigration. Such being our con-dition as to size, the question naturally arises, "are we of the northwest capable of furnishing sustanance and

1

PROSPEROUS, BAPPY HOMES

For the teeming millions of a future?" I unheaitatingly answer that we are. Why not? Our soil and climate are as good as theirs, if not far better, on an average. The three essential con-ditions exist here: First, a climate just warm enough to ripen crops, and secure the con-fort of man and beast; second, a soil of reasona-bly natural fertility; and third and last, sufficient moisture to render the soil productive. Our elimate is that of happy medium neither too hot nor too cold-a priceless favor conferred by those strong thermal currents from the equator, laving our shores as far north as Alaska-our northern latitude, insuring us cool summers and these currents supplying our winters with warmth and happy combination circling about our snow-capped mountains, wafted to and fro by the regular breezes of the sea, giving us in mid-summer our cool and refreshing, invigorat ing and sleep-producing nights. Eastern people can scarcely realize these facts, for our center line of lattitude is that of cold, desolate northern Maine. Never, during my residence in the Willamette Valley, of over a quarter of a century, do I remember of passing through as severe a winter as I this year expe-rienced, after the 10th of Janruay, in the city of Washington -a point six de-grees farther south of our latitude. While our children were gathering the bright and beautiful wring the were gathering the bright and beautiful spring flowers, and the blossoms of peach, pear, and cherry trees were turning into green and growing fruit the children of the cast were perched on aleds, multied for the dreary, cutting, cold, coasting down the hills and inclines of the streets, over the icy frozen snow. Cast your eyes over a climate map exhibiting the extreme northern line of wheat production, for instance, and you will find that while on the eastern shore it touches near the mouth of the St. Law-rence, at latitude 50°, with us it runs over six degrees farther north and beyond the most north-erly point in British America reached by the Columbia river. The truth is, we little realize our vast advantages. If, for instance, our ocean navigation is perchance prevented by ice from connecting with our railroads for a few days of an occasional year, we regard it a terrible stroke to ourpommerce; yet the great eastern cities with scarcely an exception, are frequently frozen in, their boats and ships ice bound at their docks, and many of their trains snow-bound on the

AR TO SOLL.

If we haven't the requisite natural fertility, no eastern State or nation has. Were comparison made with any, we might select the rich agri-cultural State of Illinois. Yet this northwest has from three to four times the fine open wheat land of that State, and a much better average

States and Territories across the continent, and undaunted by the direful forebodings of the ocean voyage and the reported awful danger of rossing the dead line-the Columbia river bar-have we been able to secure immigratio lated as we have been. And yet notwithstanding all these difficulties and disadvantages, now hortly to be removed, we have made a growth of about 100 per cent, while the average increase of the United States, in their wonderful developmont, has been but 30 per cent, and, strange as pro-The may seem, we have grown as rapidly in portation as our sister State, California. The truth is that all these States and Territories along the line-Kansas, Colorado, Nebraska, Wyoming, Utah, Dakota and California-have received large immigration to which we were entitled, and would have secured with railroad communication.

BUT ALL THIS WILL BE CHANGED

In the nigh future. " With the near completion of the North Pacific, with direct connection with the Union Pacific, over 800 miles, principally of sca-voyage, will be saved, and then over two thirds of the fifty millions of people of these United States will be a hundred miles nearer us than any portion of the Pacific coast region, and from five to six hundred miles nearer the rapidly growing Japan and China trade. Immigra-tion will follow these lines of railroad, according to an unvarying rule of both the old and the new world. The stream of commerce of the United States, and for that matter the world, between the 40th and 50th parallel of north latitute, the severity of the American Atlantic win ters driving so far south in the east, and the mildness of the climate on the Pacific, under the influence of the warm ocean streams, allowing it to go to the northward, as like causes along the European coast have done with the old world; and this great stream of commerce, making allowance for the climate and other influences the interior of our country, will center through our great northwest on or about the 45th or 46th parallel. The steady trend of man as he trades or emigrates has in all ages been along lines of latitude, and not on those of longitude. In America the natural channels to carry man and his trade-the rivers-the Ohio, the Missouri, the Mississippi and their tributa-ries-run southward. Vast mountain ranges lie along their sides, and it would seem that trade and emigation would flow in that direction. But man, in obedience to some other and higher law, leaping all these obstacles, bridges the rivers. tunnels or scales the mountain, builds roads of steel or iron, ordigs canals, and carries himself and his trade east and west, and along these man-made channels flows the mighty stream o nes the commerce. More than four tim rosses the great bridge at St. Louis than passes up and down the Mississippi river, underneath. If rivers

RUN EAST AND WEST.

Like our Columbia, for instance, which bursts though one of the great mountain barriers, com-merce will follow them; but if they run north and south the great commercial line crosses them We of the northwest are along this line them We of the northwest are along this line --on this belt of latitude--or rather, this some-what isothermal line around the world, along which the tides of commerce and progression, enlightenment and civilization have ever been rolling. In the United States, along this line centers our most dense population, and here we find all of our really great cities. Along the beit are printed all the great newspapers of America and the world, and growth and wealth in the training states are stated in Training the belt and prosperity ever attend it. Tracing this belt to Europe, we find it embracing the most en-Tracing this belt lightened, creative, conquering and progressing nations-which as England, France and Germany. It is the great highway of nations from east to west and along this line "the star of empire" has taken its course. This channel emmigration pursues in America with but little deviation, and while towards the southward it could find a more mild climate, richer soil and more luxuriant growth of delicious fruit and vegetables, emigration goes not there, neither does it come fro ntrics in the old world. In the last decade, yield; and take our soil throughout and it will be found superior to that of either Ohio, Pennsyl-vania or New York, whilet no one could think of comparison with cold, barren and rocky New

Many starvation and exposure. ger, were the lives there lost amid the fearful rigor of New England winters. Here their cattle could often have grazed the year around without food from the hand of man, while there, through tamine and cold, they perished. The dangers, difficulties and exposures of the pioneer who set-tied this northwest country were all in coming across the continent; there, all their trouble began after their arrival. And, again, it took a hundred years and more for them to surround themselves with many of the blessings and comforts of life which here were realized by our northwest pioneers in the brief space of a few years. As our people come, our country grows and our productions increased and the serious questions arises, "How can we

CREATE MARKETS AT HOME.

And how can our surplus be cheaply transported to market abroad?" We are a very great producing section. Wheat is one of our greatest staples --and none of their little, dried up, shriveled grains of the east either - and its production has increased near four-fold in the last ten years. Our surplus only is sent abroad, but sometin has been far greater than our tonnage supply. Our people have suffered from the high rates of tonnage charged-a trouble we may yet fre-quently experience-and to avert it as much as possible, among other things, our policy should be to build up home markets and to encourage the presence of manufacturers in all possibl legitimate ways. We are unusually endowed with facilities by nature, as abundance of the raw material for building or manufacturing can be supplied, and the power is every where available, in the thousands of water falls and streams and the coal and wood for fuel, unexcelled by any State in the Union. So that, with the p esence of the skilled laborers and artisans drawn from abroad consuming our flour, and our beef, and our vegetables-with all the advantages of home markets,quick returns and high prices,and avoiding the annual drain upon our country s produc-ing capacity and money supply, saving all the costs of transporting our products abroad and our imported manufactured articles, hence we could then not only become independent in fact and naturally advantageous to ourselves, but we could even turn the scales and, availing ourselver of our superior situation naturally could become the manufacturers for others, drawing their raw material from them and returning the manufac tured article. The importance of this policy none can over-estimate. Take a strong illustra-tion in the history of two American States, Massuchusetts and South Carolina. For becoming manufacturing States each was naturally highly favored, so fur as power was concerned, but in addition, while South Carolina was naturally a producer of the raw material with soil warm, fortile and productive, little Massachusetts was was deficient in these respects and cold, racky and sterile. Yet Ma-sachusetts availed hersel of all helps toward manufacturing, both natural and artificial, while South Carolina did not. One of the first iron furnaces ever erected, I believe, in the South was built in South Carolina, but us Congressman Felton, of Georgia, recently said,

THE PREDOMINATING THEORIES.

And prejudices at that time strangled it. South a could have invested her means in man-Carol ufacturing and worked up her cotion and other advinces, but the would not. She had her semi-solution theory of "selling in foreign markets, and buying in foreign markets," boast-ng that the world was dependent on her ing that ton fields for the raw product and that she could thus distate to the commercial world. But see the fatal result. Her grand cotton fields are are the facal result. Her grand could noise are largely impoverised by a continuous drain upon her producing capacity; her products are gone, and they have built up and enriched the Man-chesters of England and the Lowells and Fall Rivers of Massachusetta. South Carolina is a large cotton growing State, while Massachusetts large cotton growing State, while Massichusetts produces none; and yet Massichusetts has fifty times the looms and spindles of South Carolina, and gives employment to over sixty-three thous and of her people where South Carolina gives employment to two thousands of hers. To-day, that little puritan Massachusetts though only one-fourth the size of South Carolina, has twice incomentations and from eight to make the two

northwest-the Columbia river, the Snake, the Clearwater, the Willamette, the Umpqua and their several tributaries, together with our harbors and our small rivers. The grand sweep of the regulating and com

petitive influences which the opening up of all these rivers and harbors would produce could scarcely be overrated, and it would be felt the year round, as our rivers are seldom closed by ice and never tor a sufficient length of time for the effects to be seriously felt. This Columbia river sweeps along its course of over twelve hundred niles with a mighty and irresistible stream, cutting its way through the Cascade Yountains-a continuation of the Sierra Nevadas which California has to climb over-and the general government is not engaged in surrounding with a canal and locks the only contraction between The Dalles the converging point of Eastern Oregon and Washington-and the sea. Let the government complete this great improvement rapidly and permanently, and in a practical manner for all seasons and stages of the water, and let it, with its long purse and strong arm, im-prove in a like manner the Columnia at The Dalles, and thus open more and grander area to competitive influence. There is deep sign fi cance in that part of the able and recent report of corge W. Pullman and Wm. Endicott to the impany they represented, that whilst the fre company they represented, that white the re-quent transfers up and down the river involved nuch extra expense, they also had proved so far a complete protection against competition. When the mighty Columbia is improved, then it will be a great, broad, open, deep and free highway for the use of of all, and its influence cannot help but be grandly beneficial A free river and a deep and safe channel to the sea and over the bar hould be the policy of this great northwest. All our rivers and harbors should be improved. The practical bearing of this idea renders it of su reme importance. Our grand system of water rays drains every portion of our country, carries its volume towards the west, as an extent that great belt and latitude of commerce, devel opment and immigration; and the improvement at the point where it mingles its waters with those of the world is fraught with the most promising consequences-greater than any other in the United States save that of the Mississippi.

IN ONE RESPECT

Our coast is not as highly favored as the Atlantic -our harbors both barred or otherwise, are not so plentiful. Our Coast Range of mountains, in close proximity to the sea, turn shes only small and short streams over our barred harbors, and their scouring capacity over these inevitable bars has been heightened by governmental improve-ments, and we should utilize our limited number as far as we can. The last congress appro priated about \$50,000 for two or three harbor entrances along the 350 miles of Oregon, and 175 miles of Washington Territory sea-coast, 32 harbor entrances along the same distance down the Atlantic coast from Maine, opened Uncle Samuel's purse strings to the tune of over \$760,000

This section of the Willamette valley and these of its people within the sound of my voice, are more especially inte ested in the improvenent of Yaquina hav. Your necessity for continuation of present appropriations is self-evident. The improvement is justly demanded and will be continued, for our true policy should be to develop ail sections, and no narrow view should actuate our endeavors. Sectional jealousy should not exist among our people, for there is room for all. Within the same distance that Hympia is from Coos bay, or from Yaquina to Scattle, are found the four great commercial cen-ters of America, Boston, New York, Philadelpin and Baltimore-into almost any one of which you could pour the entire population of Oregon and Washington, with but it is more noticeable effect than to cause some of their denirens to remark that a wright smart' lot of passengers came in on the train. New York is about as far north of Philadelphia as Portland is north of Al-hany, and Baltimore is about forty miles farther on the other side than Yaquina is distant from Albany. With population, cities will spring up in many places Competition will inspire vigor

How TO PREVENT CYCLONES .- This is

the cyclone season in Kansas and Nebraska. If the vast naked plains in those States and westward of them should be well clothed in trees, the destructive movements of the terrible storms that are characteristic of those regions would be lessened. The Northwest, over which a terrible winter has just passed, would find an improvement in climate if forests were cultivated. People are gradually becoming intelligent on this subject, but they do not grasp its magnitude. The State governments, the railroad corporations and the National Goverment should co-operate in making forest culture throughout the West and Northwest a matter of urgency. The deserts of North Africa and Arabia are the results of the destruction of trees, and we must stop in this country the development of these cancerous areas of desolation.

Too MEAN FOR CRIMINAL SOCIETY .- A man in Michigan killed his wife because she would not lead a vicious life in order to support him with the proceeds. When to await his trial he was put in the Montcalm county jail, the indignant prisoners organized a court, with judge, lawyers, witnesses and jury, all from their own number, and proceeded to give the miscreant a regular trial. The verdict was guilty, the sentence was im-mediate death. The prisoners thereupon braided a rope from strips of blankets, and seizing Upright, were about to hang him in reality, when the keepers found what was going on and rescued the wretch almost at the last minute. The prisoners persist that the murderer is too vile a fellow to associate with ordinary criminals, and shall not do it with impunity.

Gath says: "A public man at Long Branch told me recently that when Zach. Chandler heard of the nomination of Lincoln, in 1860, he began to curse in a terrible manner, and said that Lincola was a miserable clown, and that Seward was the only man in the country fit to be elected, and who could have car ried it. Somebody spoke up at the tele graph office, where the talk was going on, and said: 'You underrate Mr. Lin coln; he is a man of intellect; a tine lawver; an excellent debater, and a man of decision of character and firmuess of purpose." In about fifteen minutes of such talk as this, Zach was induced to send a message to Lincoln, congratulating him."

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