

The West.

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IN COLORADO the Southern Pacific Railroad is ballasted for some distance with rock salt.

A SMOKE-CONSUMING locomotive has been built in Illinois which is said to work admirably.

THE total value of the exports of mineral oils during last year was \$45,351,975, against \$51,657,302 the previous year.

THE profits of Baring Bros., the well-known London bankers, during the past year exceeded £100,000, and the dividend was five per cent.

MICHIGAN turned out 5,940,000 barrels of salt last year. There are one hundred and thirteen firms in the State engaged in the manufacture of salt.

ONE needs but to journey only a few miles into the hills north and east of Florence to realize the immensity of the agricultural lands surrounding us. Standing on an eminence a few miles east from Cape Perpetua one sees thousands upon thousands of acres of land that will one day not far distant be the garden spot of the Great Siuslaw valley. The hills and valley possess a soil black and rich, while down the hill sides and through the valleys flow small streams of pure cool water. The land can easily be fitted for the production of fruits or cereals. This vast area of country so easily cleared and wondrously productive surely cannot remain dormant for many years longer.

THE sad story of Pearl Henderson, the seventeen-year old Portland boy, who lost his life in the prize ring on the 13th inst. is well worthy of the consideration of every boy and young man in the land. Neither of the boys engaged in the combat bore bad reputations, nor was there any animosity between them; but they were goaded on by their friends to engage in the contest. Notwithstanding that the autopsy on Henderson's body showed that his heart was affected, there still remains the fact that if there had been no such combat he might have lived to a good old age. There are so many harmless ways in which boys of fair intelligence may find amusement, that this barbarous method may well be discarded. Of course the boys follow the example of grown up men in such matters, but they should remember that if one arrives at the age of manhood with such ideas in his head, he is no good model for any young man who wishes to become a good and useful citizen.—Hillsboro Independent.

LAST year a million and a quarter of people left Europe by ships for other continents, over a million taking steerage passage and nearly a quarter of a million traveling as cabin passengers. If such an exodus had taken place immediately after the discovery of America by Columbus what a fleet of boats would have been required. The fleet of Columbus consisted of three ships carry-

ing one hundred and twenty men, including the famous Discoverer. It would have required a fleet of over ten thousand such vessels to have carried this multitude of people away from Europe in the year 1492. And what a sensation there would have been when the great fleet of boats set out on the long voyage across the stormy Atlantic! With what tears and foreboding the relatives left behind would have watched the emigrants leaving the old land for the new, well knowing many months must elapse before they could receive news of their dear ones. Now all is changed. Great ocean steamships carry hundreds of passengers and many tons of freight across the ocean in less than a week and news of their safe arrival in the ports of the new world is flashed under the ocean by cable, so that there is no suspense for those left behind.

THE OTHER day as a man named Brandt, a prospector of Creede, Colo., was working over Batchelor Mountain he stumbled upon a find which raised him from comparative poverty to opulence. He had ascended an almost perpendicular wall and was nearly at the top when he noticed a crevice like opening closed by a boulder. He pushed away the stone and found an opening large enough to admit his body. He entered, and, after a few steps, was within a cavern, the roof of which, vaulted and hanging with stalactites, showed croppings of pure silver ore running \$10,000 to the ton. This chamber is 50 feet wide and 200 feet long, and contains ore enough on the surface to make Brandt a millionaire. Besides the silver the cavern contains utensils, skeletons and remains evidently those of cliff dwellers, but the antiquarian discovery is lost in interest in the phenomenal silver find. Brandt reported the find at Creede, and the town, used as it is to reports of big strikes, went wild. Hundreds left for the Cliff Dweller claim, as it is called, at once. Brandt and his backer were offered \$100,000 cash for the claim by a syndicate of California capitalists, but they refused.

SO MUCH attention has been attracted by the great Louisiana lottery, that few people are aware there are other lotteries in the United States only less objectional than that institution because operating on a smaller scale. A number of years ago the Kentucky state lottery was a well-known concern, and did a large business with the tempters of fortune throughout the entire country. The state withdrew its recognition from it and it died; but there are still five regular lottery companies operating in that commonwealth, one of them bearing the peculiar title of the "Henry County Female Lottery Company." These have paid their licenses regularly to the city of Louisville, and continued their business unmolested by the state authorities, notwithstanding the new constitution contains a section making

lotteries illegal. The authorities have at last taken the matter in hand and begun proceedings against them for usurpation of franchise, on the ground that their franchises were exhausted, their charters repealed and their right to operate a lottery under any charter heretofore granted revoked by the adoption of a new state constitution. There is pending in the legislature a bill making it a felony to operate a lottery without a charter, and if the bill should pass and the courts should decide that the old charters were nullified by the constitution, then the authorities would be in a position to stop the whole business. The improvement in the moral tone of Kentucky public sentiment has been very marked during the present generation, and those social conditions which rendered Nasby's location of his fictitious exploits at Kentucky Cross Roads a brilliant sarcasm have radically changed, and the change has not hurt Kentucky in the least.—Oregonian.

ABOUT a year ago there was a great deal of talk about a probable exodus of colored people from the United States to Liberia in Africa. The scheme got a good deal of gratuitous advertising and many meetings were held across the States of the South to promote the scheme. It was said that the exodus to Liberia would be so great that a fleet of passenger and freight steamers would be required to be kept running continually between American and African ports to carry the colored emigrants and their effects back to the land of their ancestors. Great things were expected to be accomplished. The American negroes were to civilize the African savages and convert them to Christianity. It was said that the naked millions of the dark continent becoming civilized by contact with their American cousins, would require clothing, and millions of bales of cotton were to be shipped every year from the Southern States to Africa. But after all it appears that only sixty-eight colored people were persuaded to leave the United States for Liberia last year and some of these returned disappointed and impoverished. If the exodus of American negroes to Africa continues at this rate it will be a good many millions of years before the last black man says farewell to this continent. America is a better land than Africa, and the colored people of the United States seem to have sense enough to know it. Schemes to deport them to Africa whether gotten up from purely philanthropic motives or with a view to creating traffic for steamship lines are always likely to fail. The steamship men would find it much easier to persuade the black people of Africa to come to America than to induce those of America to go to Africa. Fortunately the American laws relating to the landing of aliens in the United States are now so strict that there is no danger of such an influx from Africa. The steamship companies which brought

the black paupers to American ports would be forced to carry them back at their own expense, for they would not be allowed to land. A real exodus of colored people is that which has taken place from the South-Eastern to the South-Western States. Some parts of South Carolina and adjoining States were nearly depopulated by the rush of colored people to the state of Mississippi where they were welcomed by owners of large plantations in want of cheap labor.

THE DESTINY OF FLORENCE.

Every man of ordinary intelligence holds his financial destiny in his own hands. It is so with every city or town that has a reasonably fair location. It may rest in the rags and dirt of poverty or it may rise to queenly position, according to the amount of intelligent enterprise of its citizens. The situation of our young city is indeed grand. The fruitful land to our right; the limitless sea to our left—our climate is the envy of every one who has spent a night on our beautiful bay. The soil of our vast tributary country is most prolific; our hills are ribbed with valuable minerals; our numerous lakes are clothed in nature's grandest beauty, while our wealth of forests is beyond calculation. It is not too much to say that we can supply their efforts to supply the numerous wants of man. The government is improving our harbor and building a magnificent light-house. But we have no railroad! True; yet we have something a hundred times better. Railroads usually have but one track and are very expensive to keep in repair. Our mart of commerce has a thousand tracks and each one is FREE with no expenses for repairs. These tracks on the broad Pacific extend to every city and country of importance on the globe. With these tracks already laid to every port of the earth, it only remains for us to "build ships," "build ships," "build ships," to bring the wealth of every clime to our young city. We are not able to build a railroad far through the interior, but we can build ships, and in due course of time and prosperity the iron horse will bring us the wealth of our rich inland country. Let us not wait or worry for a railroad to our interior neighbors. Let them do that. Let us build as we can; build ships; steam-ships; sailing ships; whalebacks; anything.

I am willing to set apart 100 lots in Florence to be sold for the benefit of the "ship-building fund," and guarantee that every dollar realized from their sale shall be spent in the construction of good, substantial ocean craft, to ply between Florence and other ports.

Who will join in the enterprise? The demand for vessels is now good, and when the Panama Canal is completed, the demand will be enormous and profits large. A few more ocean vessels of our own will place us independent of all corporations, powers or potntates of the earth.

GEO. M. MILLER.