LOVE'S POWER.

If I were so blind, and thou shouldst enter
E'er so softly in the room,
I should know it,
I should feel it,
Something subtle would reveal it,
And a glory round thee center,
That would lighten up the gloom,
And my heart would surely guide me,
With Love's second-sight provide me,
One amid the crowd to find,
If I were blind!

If I were deaf, and thou hadst spoken,
Ere thy presence I had known,
I should know it,
I should feel it,
Something subtle would reveal it,
And the seal at once be broken
By Love's liquid undertone.
Deaf to other, stranger voices,
And the world's discordant noises—
Whisper, wheresoe'er thou art,
'Twill reach my heart.

If I were dead, and thou shouldst venture
Near the coffin where I lie,
I should know it,
I should feel it,
Something subtle would reveal it,
And no look of mildest censure
Rest upon that face of clay,
Shouldst thou kiss me, conscious flashes
Of Love's fire through Death's cold ashes
Would give back to the cheek its red,
If I were dead!

—Josephine Pollard, in the Century for September

SCRAPS OF OREGON HISTORY.

NAME.

It is generally believed that the name Oregon is Indian, and was first applied by the natives to our great river. But a writer who professes to know says that the name is Spanish. His theory is that the first discovery of Oregon having been made by the Spanish navigators, they gave it the name from the quantities of the wild marjoram (origanum) found along the coast. This plant is quite abundant, and offers a plausible theory for the origin of the name. The first mention of the appellation was by John Carver, an adventurous New Englander, who made a journey to the Mississippi river previous to the war of the revolution. On his return home he stated that he had heard the Indians along the Mississippi talk of a river to the far west, called Oregon. We do not find the mention of the name in any of the Spanish maps, and that would throw doubt on the theory of the Spanish origin of the name. On the other hand, it is suggested that the natives, first hearing the Castillians use the title, may have handed it down from one generation of Indians to another. We incline to the theory that the name is Indian, and was first applied to the great river, and not to the territory.

DISCOVERIES.

The earliest European navigator of note who visited this coast was Juan de Fuca, a Greek, who in 1592 sailed as far north as the straits that bear his name.

In 1775, Bruno Heceta, a celebrated Spanish navigator, fitted out a party in Mexico and sailed north on an exploring expedition. He attempted to find the straits of Fuca, but failing, returned south, ran into what is supposed to be the mouth of the Columbia, without discovering that river.

The next explorer who visited our coast was Captain Cook. He passed the Columbia without seeing it, and also the Straits of Fuca, the existence of which he attributed to the imaginative brain of the enterprising Greek whose name he bears.

Lieutenant John Mears, then sailing under the Portuguese flag, went in quest of the much-sought strait. He entered it June, 1788, and called it after the adventurous Greek who had the honor of being its first discoverer. He then sailed in a southerly course, discovered and named Shoalwater bay, and coming off the latitude of the as yet undiscovered great river, the existence of which had been dimly foreshadowed, tried to anchor, but breakers preventing him, he called the place Deception bay, and in his chagrin denied the existence of any river at that point. The state of his feelings at that time made him give the name to Cape Disappointment.

Capt. Vancouver, the celebrated English navigator and explorer, sought the river in April, 1793, but meeting the inevitable breakers off the bar, did not dare to enter.

On the 11th of May of the same year, the ship Columbia, commanded by Capt. Robert Gray, one of two vessels sent out to the Pacific coast by a firm in Boston to trade in furs, after laying off the bar for nine days, ran in between the breakers, and coming into smooth waters, was the first vessel that ever entered the great river that has since borne the name given it by Capt. Gray in honor of his vessel. He remained in the river nine days, made a rude sketch of its shores for a distance of sixteen miles, and afterwards resumed his voyage north, and thence to China.

While coasting along Nootka Sound, Capt. Gray met Commandant Quadra, of the Spanish schooner Sonora, the companion of Heceta, and gave him a chart specifying the location of the Columbia river and the date of its discovery; and this was the arbiter that decided the fate of Oregon in the subsequent disputes between the United States and Great Britain as to the right of ownership. How little it takes to decide the fate of states and nations, as well as of individuals! Only a few days before this, Vancouver had entered in his log with reference to this same river's entrance: "If any river or inlet should be found it must be a very intricate one, and inaccessible to vessels of burden, owing to reefs and broken water." Vancouver having heard afterwards of the success of Capt. Gray, attempted on the 17th of October of the same year to enter the river in order to claim it for his flag, but was again prevented by breakers. Three days after, Lieut. Broughton entered and surveyed the channel as far up as the present site of Vancouver.

In 1805, the exploring expedition under the command of Captains Lewis and Clarke, sent out overland by the U. S. Government, reached Cape Disappointment—now called Cape Hancock—on the 15th of November, having traced the Columbia river from its source to the ocean.

FIRST SETTLEMENT.

Meanwhile, vessels from Boston trading in fur and other products of the natives, were frequently visiting Oregon. The quantity of furs brought home by these vessels induced John Jacob Astor to fit out an expedition on a large scale for the purpose of residing permanently among the natives and engaging in the fur business. He chartered the ship Tonquin and sent four of his partners, eleven clerks, and thirteen Canadian voyageurs, with a full complement of cannon, small arms and stores. The ship reached the Columbia March 24, 1811, and landed her passengers fifteen miles up the river and commenced the first permanent settlement of the United States west of the Rocky mountains. It was called Astoria after the founder of the expedition.

The unfortunate Tonquin, after discharging her freight, sailed north on a trading voyage on the west coast of Vancouver Island, where she was captured by the Indians, who murdered all on board except the Indian interpreter. Many of these savages were rewarded for their crime by the explosion of the magazine while they were rifling the cabin.

In 1830 the first farming in Oregon was commenced by a party of Canadians, who settled near what is now Oregon City.

In 1834 Rev. Jason Lee and Rev. Daniel Lee, of the Methodist church, in company with Captain Wyeth, arrived at Vancouver, and soon after established an Indian mission at Oregon City.

The same year Dr. Marcus Whitman and Rev. H. H. Spaulding, with their wives, came overland, these ladies being the first white women to cross the Rocky mountains. Rev. Samuel Parker and W. H. Gray were also of this party, who were sent out by the American board of commissioners for foreign missions. Several other missionaries followed at intervals, generally accompanied by immigrants seeking homes in this far, "far west." So that the rich vallies of Oregon were said to be filling up rapidly with a thrifty, hardy population.

The growing importance of Mr. Astor's enterprise aroused the jealousy of the Northwest Fur Company of Canada, and they opposed his schemes most violently. One of their plans was to send an expedition overland under command of David Thompson, with orders to reach the Columbia before the Tonquin could arrive there. But the heavy snows in the Rocky mountains so retarded this expedition that it had only reached the Spokane river when Astoria had been established. Thompson took possession of all the country by distributing British flags to the Indians along his route.

This Northwest Company, which figured so conspicuously in many subsequent events in Oregon, was a formidable rival of the great Hudson Bay Company, though it never reached the importance of the latter. It was organized in Arcadia, or New France, in 1730, by a party of merchants holding a royal charter from Louis XIII. When the English captured Canada the British Parliament recognized the privileges of this company, on its giving its pledge to the new sovereign.

But the settlement at Astoria monopolized the fur trade along the coast for a long time, as it had its agents scattered throughout the country. Meanwhile, the Hudson's Bay Company sent down its agents to the interior, and the internal fur trade becoming a bone of contention between this and the Northwest Company, they were engaged in a constant warfare with each other. The different employes robbed and murdered one another, and the hatred extended so far that the leaders of the two companies incited the Indians over whom they had control to rob and slaughter their opponents on all occasions. The British government was compelled to interfere, and to prevent the repeal of their charter the two companies consolidated, and received from parliament a new charter, under the name of the

"HUDSON'S BAY COMPANY,"

With exclusive license to trade in the extensive territory west of the Rocky mountains for twenty-one years.

As this Hudson's Bay Company makes an important factor in the early history of Oregon, we will give a brief history of its origin and of its boundless authority. This company was established in the reign of Charles II., in the year 1669, by royal charter granted to Prince Rupert, the first governor, the duke of Albemarle, Lord Craven and Lord Arlington, who, with other persons of note, in all seventeen, constituted the first committee. The objects for which this charter was granted are clearly defined:

The discovery of a new passage to the South sea, and for the finding of some trade in furs, minerals and other considerable commodities. But in addition to these commercial intentions, for the benefit of Great Britain and their own profit, the good of the natives was not forgotten. The propagation of the gospel, the civilization of the Indians, and the establishment of trade on terms of equity and mutual advantage, were the leading features in the original intentions of the company. The powers the company received were most ample. By the charter were granted to them and their successors the whole trade and commerce of all those seas, straits and bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be, that lie within the entrance of the straits commonly called Hudson's straits, together with all the lands, countries and territories upon the coasts and confines of the seas, straits, bays, lakes and rivers, creeks and sounds aforesaid, which are not now actually possessed by any other Christian prince or state. Of these lands and territories, the company was proprietor by free and common usage; had power as such to receive and enjoy all rents, and possess and retain all privileges, liberties and franchises thereto belonging; and to have jurisdiction over such territories, being empowered to make such laws and regulations for the government of their possessions as may be reasonable and are not repugnant to the laws, statutes and customs of England. The company was also empowered to send ships and build fortifications for the defense of its possessions, and to make war or peace with all nations, not being Christian, inhabiting those territories; and all others of the king's subjects were forbidden to "visit, haunt, frequent, trade or traffic" therein, under heavy penalties.

It will be seen that its powers were most extraordinary, and such only as a monarchy could either bestow or tolerate in its dominions.

According to the strict letter of this charter, the company's dominions extended from Hudson's Bay south of latitude 50 deg. W. to the sources of the Saskatchawan, beyond the Rocky mountain range to the Arctic sea on the north, besides the country lying east of Hudson's Bay, and the area may roughly be estimated at 2,250,000 square miles. By the union with the Northwest Company, the trade of the Oregon district was added to the above. It was at one time styled "The Honorable Company of Adventurers of England to Hudson's Bay." Its management was vested in a governor, deputy governor, and a committee of seven members. Their original stock was, in 1676, $50,000. This was trebled in 1690, and 1720 this was again increased to $520,000, and the profits of the concern were enormous.

In 1812 the Northwest Company had purchased the forts of the citizens of the United States, including even Astoria. On the consolidation with the Hudson's Bay Company in 1824, all the American traders and trappers, except such as would enlist under their banners, were expelled from the territory, and forts, trading posts were established throughout the wide domain covered by their extensive operations, the principal one of which was at Fort Vancouver, on the Columbia river, where the United States military headquarters of the Columbia are now established.

From 1824 to 1836, covering a period of 12 years, and even for a longer time—continuing over into the joint occupancy—this company held control of all this broad territory, and administered British laws to all persons, whether they were English subjects or not. Dr. John McLoughlin was appointed chief factor, and ruled the territory as its governor for many years. He was an estimable man, and the history of his rule shows him to have been very fair and just in his dealings with all the inhabitants, including the American settlers, whom he aided in various ways. His dealings with the Indians were ever characterized by a sense of strict justice. The lowest menial in his service was required to fulfill every promise made to the natives, no matter what the sacrifice. Hence the Indians fully believed everything said by the officers, and the consequence of such confidence told upon the conduct of the natives in a remarkable degree. If such a policy had always been the uniform rule in all our dealings with these savages, a far different tale would have been written of our border difficulties.

BOUNDARIES.

The origin of the boundaries of that part of the Pacific coast originally included in the territory of Oregon may be fixed as follows:

The "Florida treaty" of 1819, between the United States and Spain, fixed the forty-second parallel of the north latitude, from the Rocky mountains to the Pacific ocean, as the southern limit of the United States west of those mountains. Subsequently, when Mexico threw off the authority of Spain, by a treaty between the United States and Mexico the same boundary was continued.

By the convention of 1824 between the United States and Russia, it was agreed that the people of the latter country should make no settlement on the west coast of North America or its islands south of the latitude of 54 degrees 40 minutes, and that the United States should establish none north of that line.

The same stipulations were made a year later by a similar convention between Russia and Great Britain as to the settlements of those two countries on the line of 54 40.

The country lying between these parallels of latitude—42 and 54 40—being the whole of Oregon territory (now Oregon and Washington), was claimed, respectively, by the United States and Great Britain. Provisional arrangements, to facilitate navigation, trade and settlement, were made from time to time between the two countries, subject to abrogation at any time after a year's notice by either. But there arose an increasing dissatisfaction with these temporary arrangements by the people of the two countries immediately interested, and the quarrel assumed proportions that even threatened war between these nations. The older inhabitants well remember that "Fifty-four-forty or fight!" was the rallying cry of many ardent sticklers for the full measure of our rights in this country.

Happily a more peaceful policy prevailed, and negotiations finally resulted in the settlement of the Oregon treaty, signed at Washington June 15, 1846, and ratified at London July 17th of the same year. By this treaty the 49th parallel of latitude, to the Gulf of Georgia, was established as the dividing line between the American and British possessions on the Pacific.

This territory appears to be naturally divided by chains of mountains that run nearly parallel with the coast into three natural divisions, viz: western, middle and eastern; the first being bounded by the ocean on the west and the Cascade range on the east, the second extending from the Cascade range to the Blue mountains, while the third is embraced between the Blue and the Rocky mountain ranges. Those wonderful snow-clad peaks that tower far above all others, in the very midsummer cold, pure and massive—Mounts Hood, St. Helens, Rainier, Adams, Jefferson, etc.—standing like the hoary sentinels of the ages, as they are—belong mainly to the Cascade range.

New Sanitary Engineering.

The success of Colonel Waring's system of sewerage, as tested in Memphis, has established its advantages on the score of health and cost. Naturally enough the example thus furnished of converting a noisome town in a malarious district into a cleaner and comparatively wholesome city without exceeding the limits of a narrow treasury has been followed in different parts of the country. Lenox, and Pittsfield, Mass., Keene, N. H., Wilkesbarre, Pa., Kalamazoo, Mich., Omaha, Neb., Little Rock, Ark., Birmingham, Ala., Norfolk, Va., have set to work to adopt the Waring system of drainage; and General Russel Thayer of our city has prepared a comprehensive plan of drainage from Cape May Point, N. J. New Orleans is moving also in anticipation of raising the necessary funds to set its houses and its streets in order. Baltimore, through its able engineer, C. H. Latrobe, has made a comparison of the cost and merit of the Waring system, and contemplates the early construction of sewerage works at a cost of three millions of dollars. Brooklyn spent nearly eight millions of dollars in the same task, under the old system supervised by a competent adviser of the old school, and now it finds itself very badly off. The fashion of a one great system of huge sewers to carry off rain-water and sewage, was introduced in Paris and for years exploited as the great pride and boast of that city; but of late years it has been found that Paris is full of noisome smells, and that its great sewers are breeding disease, while the cost of extending them throughout the city frightens French financiers. It is not surprising therefore, to find that the commission of experts convened in Paris, has determined in favor of the Waring system of separate sewers—one for the rain fall, the other for the drainage of the houses. It is to be begun in one of the flattest parts of Paris, and is to be gradually extended to the parts of the city not yet provided with sewers, the extension to be finally through the existing sewers, which will be mere means of concealing all the underground works of the city. The discussion of the question was carried on in Paris several years, and only lately the city has adopted the conclusions of its experts, and voted the money and ordered the work to be begun. Rome and Naples have adopted the Waring system, and it is at once to be introduced in the new parts of Rome. At St. Petersburg the leading citizens have formed an association and employed Colonel Waring to prepare plans to be submitted to the city authorities. Trieste is another unwholesome city which has also come to Colonel Waring for a system of drainage to keep it clean. To carry on all these works a Draining Construction Company has been organized, with offices in New York, Boston and Newport, and with resident agents and engineers in Paris and Rotterdam, and it is busy preparing plans for the works already in hand. It has numerous patents and these are now under licenses by all its customers at fixed rates. Besides the public works, the company has numerous contracts for sewerage and drainage of large private estates, such as the Bryn Mawr Hotel, Wayne, Devon, Berkeley Arms, and other summer resorts and building sites, as well as many residences. The actual safety insured by such preventive measures is not to be counted in money, yet the experience of twelve years in this country shows that this system, first proposed in England forty years ago, is the best one devised there or here.—Philadelphia Ledger, August 27th.

MOSS' MINSTRELS.

Another Oregon Boy to the Front.

(Sunday Mercury, Portland.)

Few Oregon boys are better known than Walter S. Moss, for many years a resident of Oregon City, Salem and Portland. A few years ago Walter became attached to Manager Stechhan's New Market Theater staff, and in a short time became his right hand man. Walter, through close observation in the capacity of general manager of all outside business, became convinced that there were millions in a first-class minstrel company, and proposed to Manager Stechhan to go east at once and organize a company that could, and would, outshine any that had ever shown up in Oregon. No sooner said than done. In a week's time we find our friend Walter quietly folding his carpet bag under his arm, and with a through ticket to New York, bid his friends adieu. The eastern dramatic papers contained advertisements the next week, "Wanted—the best talent that money can buy, for Walter S. Moss' minstrel company. None but first-class artists need apply." The result was that in a few weeks' time Walter had fully organized and equipped ready for the road one of the very best minstrel companies that has ever appeared anywhere. The company consists of twenty-five first-class artists in all the various minstrel lines. The Mirror Quartette, George Thatcher, son of the "original George," who is said to have inherited his father's talent to a marked degree, Otis Bowers, Dan Young, Sam Morton, comedians, are all names that shine brightly among the stars of minstrelsy in the east, none of whom have ever appeared on this coast. To cap the climax, Walter engaged while on the way from New York to Chicago the pleasing young Boston prima donna, Bessie Louise King, who is so well and favorably known here. Walter's company make a specialty of "refined minstrelsy," carefully avoiding anything that borders on the broad or coarse, and it is this that has made the reputation of the company among those who seldom go to a minstrel performance, and who have always gone away well pleased and glad to come again. We have before us a large scrap book full of the most complimentary notices regarding the performance of Walter's company, but will only copy one from the Romeo, (Mich.) Observer:

"Walter S. Moss' minstrels played before a Romeo audience last Saturday night, and gave the best of satisfaction. In fact, it was the best "burnt cork" company that ever visited this place. Miss Bessie Louise King, the prima donna, formerly of the Hess Opera company, took the house by storm. She has a beautiful, clear voice, and sang with much feeling. Otis Bowers, formerly with Hi Henry, is "a daisy" and has no equal in his business. The company is a remarkably even one; should they ever return to Romeo they will be greeted by a packed house."

Walter Moss' minstrels have a fine brass band that makes a street parade every day. The company are now playing at Helena, M. T., during fair week, to packed houses, and will continue on their way westward via N. P. R. R., playing at Deer Lodge, New Chicago, Missoula, Spokane, Cheney, Sprague, Walla Walla, Dayton, Pendleton, The Dalles, and then open for a week's engagement at New Market theater, after which they will play through the Willamette valley, then Puget Sound, thence to San Francisco and eastward over the C. P. R. R. Walter's friends are proud of the Oregon boy, and will testify their friendship by crowding the New Market theater during his engagement here.

Three Ways of Decorating.

Our modern designer after nature goes to work in one of three ways. He makes a copy, a picture of his chosen object (which may bear some remote likeness to a proper ornamental form, as in the opposite sketches the branches laden with crab apples do to the festoon from the antique); or he makes a botanical diagram of the parts of the plant or its flower and uses it as a "repeat;" or, worst of all, he takes anything that seems to him curious or striking and forces it, by hook or by crook, into some symmetrical arrangement. These two latter processes he calls conventionalizing. The picture-maker may "conventionalize" also; for he may drop his work at some preparatory stage, or may put a heavy black outline around it, or he may use a gold background; these and a number of other dodges being supposed to make a thing more ornamental. It is sorry ornament that is thus turned out. It belongs nowhere. It is fitted for no position. It is a fraud and a sham, for it is not even intended to ornament anything in particular. If painted on a plate to-day, it may be sprawled on a ceiling to morrow.—Century for September.

Among the recent communications in to the Anthropological society of Paris, says the Athenæum, is a paper by M. Manouvrien on certain criminal type, as developed by the study of the skulls of assassins, in continuation of a discussion to which French anthropologists have recently been devoting much attention. He finds a small forehead and a heavy jaw general characteristics of this type. He tests first not only by direct measurement of the frontal cerebral nerve, which gives 101 millimetres for assassins as against 111 for Parisians as a rule, but also by summing up the several auricular angles, which gives a like result. The degree of heaviness of the jaw in assassins and in Parisians is represented by fifteen to thirteen.

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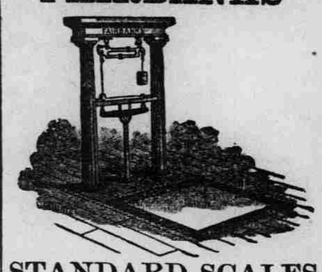

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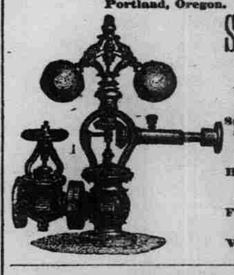

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