

ST. PAUL'S EPISCOPAL CHURCH.

Very little is known of the early history of the church in The Dalles. Some of the oldest residents remember visits from the Rt. Rev. Thos. F. Scott, D. D., Rev. H. M. Fackler, D. D., Dr. McCarthy, Dr. Stow, Dr. Nevius, and others. A child of the Hon. J. K. Kelly was baptized by Dr. Fackler, D. D., in 1866, and in 1871 Rev. R. D. Nevius held two services in the Congregational church, through the courtesy of Rev. T. Condon, the pastor. From 1871 to 1873 four services were held by Rev. R. D. Nevius, one by Bishop Morris, and one or two others by Rev. L. H. Wells.

At this time there were found ten communicants of the church, and Dr. Nevius baptized four adult persons in the Congregational church. With this as a nucleus, a congregation was established and an effort made to build a church. In 1874 Rt. Rev. Bishop Morris gave \$500 towards it on condition that a like sum should be raised in The Dalles. This work was undertaken by Mrs. G. H. Knaggs, and successfully accomplished by her, the sum of \$655 having been raised. In addition to this, \$105 was realized from a strawberry festival.

A chancel window was then given by Gen. Jos. Eaton, in memorial of his son, and a west window was also given by the Hon. L. L. McArthur. On the 28th of May, 1875, Bishop Morris laid the corner stone of the present church, and deposited in it a copy of the Holy Bible, a book of Common Prayers, a copy of the Oregon Churchman of May 25th, and a copy of The Dalles Mountaineer, and copies of the Portland dailies (the Oregonian, Bulletin and Evening Journal.)

On January 11th, the church received its furniture, leaving an indebtedness of about \$800. On the day the church was consecrated a draft on New York was received for \$100 from St. Luke's chapel, Middleton, Connecticut, and a like amount was received from the Rev. John Bonney, from the east, a friend of Mr. Wm. Beall. Bishop Morris also gave \$100, and the balance of the indebtedness was provided for by the congregation.

In 1877 a paten and chalice of solid silver was received from St. Mark's church, Augusta, Maine.

From January 11th, 1876, to July 7, 1879, sixty-three services were held by the Rev. Dr. Nevius, when he was succeeded by the Rev. Mr. McEwen, who took charge of the church, having been sent by Bishop Morris.

In September, 1880, through a subscription circulated by Miss Anna Thornbury and Mrs. Stansbury, an addition of the vestry room was made to the church, and about November, 1885, the present rectory was built.

The bell was purchased in 1883, and was on the Queen of the Pacific when she struck on the Columbia bar, and the framework of which was thrown overboard. The present mountings were made by Mr. John Clayton.

About April, 1886, Miss Mary Wall, a communicant of this church, died and left a bequest of \$500.

The Rev. W. L. McEwan officiated as rector from 1879 to 1886, when he was succeeded by the Rev. John C. Fair, about August 1, 1887. From 1879 to 1886 there were four confirmation classes under Rev. Mr. McEwan, numbering 17 persons in all, and from 1886 to 1887, under the Rev. John C. Fair, there were two confirmation classes, numbering eight persons.

In the spring of 1889, Rev. Eli D. Sutcliffe took charge of the work and remained five years. Rev. Joshua N. T. Goss was rector for the year ending Easter, 1897. The present rector is the Rev. Joseph De Forest, who was attracted to this city by the reputation of its matchless climate. In former years he was rector of Christ Church, La Crosse, Wisconsin, St. Paul's Church, St. Louis, Missouri, and St. Andrew's Church, Fort Worth, Texas. He has been twenty-five years in the work of the ministry, which was mostly spent at the east in the above-named states.

Up to the present there have been 233 baptisms in the parish, and 104 confirmations. At present the venerable Episcopal Church, with its twenty-five million adherents in the English speaking world, is represented here by about 40 families. The value of the property is about \$5,000.00, upon which there is no debt. The prospects are that the parish will steadily continue its useful work with the other elevating and refining influences will help the moral and religious sentiment of the place. The parish forces, though comparatively small, are well organized and directed.

THE DALLES AS A COMMERCIAL POINT.

Almost from its earliest settlement, The Dalles has been recognized as the commercial center of Eastern Oregon. Before the building of the O. R. & N. Railroad it was the distributing point for the entire Inland Empire, freights for all of Eastern Oregon and Washington passing through or being forwarded from this point. Since the completion of the railroad, in 1882, it has lost some of its former business, still it retains a vast amount of business in this line. The two large warehouses and the banking interests of The Dalles, represented by the First National Bank and the banking house of French & Co., which are recognized as two of the solidest banking institutions on the Pacific coast, naturally draw a large trade here, because it can be taken care of better than at any interior point. And the extreme low freight rates prevailing, and not obtainable at any other point in Eastern Oregon, causes a vast volume of trade to center here that would go elsewhere. Having competing transportation lines, the Oregon Railroad & Navigation Co., The Dalles, Portland and Astoria Navigation Co. and the Washougal Navigation Co., The Dalles not only gets very low freight rates to and from Portland, but also gets terminal rates on all trans-continental traffic. Since the opening of the canal and locks at the Cascades, The Dalles has obtained the very lowest possible freight rates, and at present a rate of from one to two dollars a ton prevails between here and Portland, while some lots of

wheat were shipped to Portland this year for 75 cents a ton.

Besides its shipping interest, The Dalles is well represented in the mercantile line. There are two general merchandise stores, seven dry goods and clothing stores, two hardware establishments, two furniture stores, three stationery and book stores and four dealers in agricultural implements. So well is the mercantile interest represented, so close is competition, that The Dalles has the reputation abroad of competing with Portland on the price of all classes of merchandise. This fact, naturally, draws trade from a large scope of country, and farmers from Klickitat county, Washington, and Sherman, Gilliam, Grant and Crook counties, Oregon, some of them, 250 miles away, are attracted here to purchase their supplies. The Dalles, too, enjoys the reputation of being the best wool market on the coast, and also the best wheat market in Eastern Oregon. Wool centers here from half a dozen different counties, and in consequence wool buyers from Boston, New York and San Francisco visit The Dalles each year during the months of July, August and September, and make purchases direct from producers of from 7,000,000 to 8,000,000 pounds. During the past season over \$700,000 was paid out in The Dalles alone, and prices ruled a cent a pound higher than at any other point east of the Cascade mountains.

An idea of the volume of trade done here and the importance of the shipping can be gained from the following statements furnished by the O. R. & N. Co. and the D. P. & A. N. Co. of the amount of traffic handled by each during a portion of the past year. The statement of the O. R. & N. is for the months of January, February, August, September, October, and November, 1897, and is as follows:

	Merchandise		Carloads					
	Received Pounds.	Forward Pounds.	Wheat.	Cattle.	Sheep.	Hogs.	Hoops.	Primes.
January,	1,075,825	2,276,675	37	14		2		1
February,	1,058,690	1,271,116		13			15	1
August,	1,375,292	4,297,608		5	16		31	3
September,	3,233,320	6,597,660	86	11	25		53	29
October,	2,591,505	9,239,482	118	42	59	6	5	5
November,	2,679,715	4,816,367	67	17		4	19	3

The traffic handled during these six months is about an average of that handled during the entire year, and approximately there are 22,000,000 pounds of freight brought in and 60,000,000 pounds shipped out over the railroad each year. The imports, however, are not all consumed in The Dalles, as perhaps one-third of them is reshipped by wagons to interior points.

The D. P. & A. N. Co. make the following statement of the aggregate amount of traffic handled for eleven months of 1897. The figures show the amount both shipped into and out of The Dalles, from January 1, to December 1, 1897.

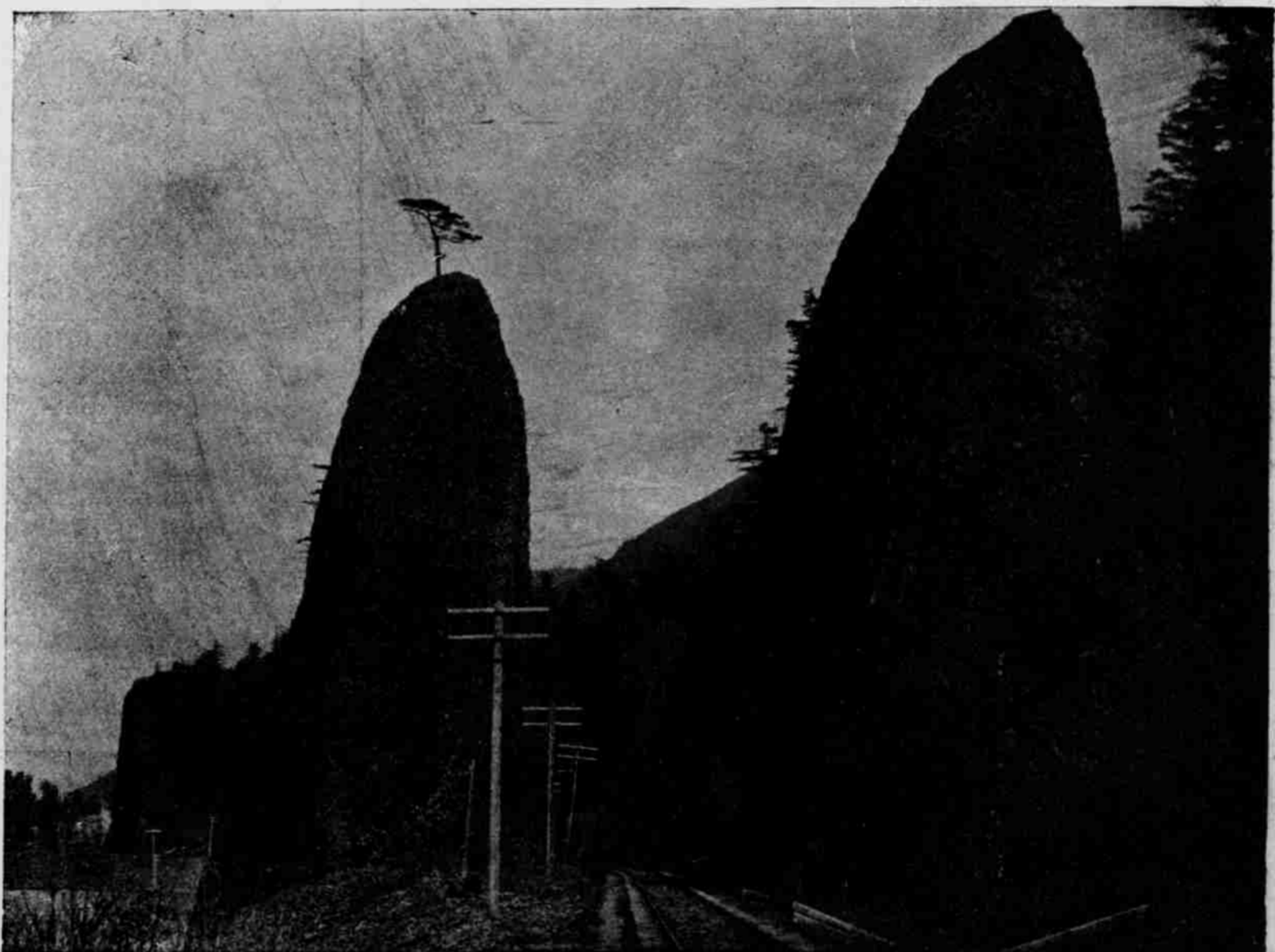
Cattle and horses,	2,181
Sheep,	10,000
Flour, tons,	180
Lumber, tons,	220
Merchandise, tons,	4,197

From a perusal of these statements, the reader cannot but be convinced of the importance of The Dalles as a shipping point, and of the volume of business transacted here.

THE GREAT SCENIC ROUTE!



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From The Dalles to Portland

Pass through the gorges of the Columbia where is viewed the grandest scenery on earth

Choice of Two Transcontinental Lines East.

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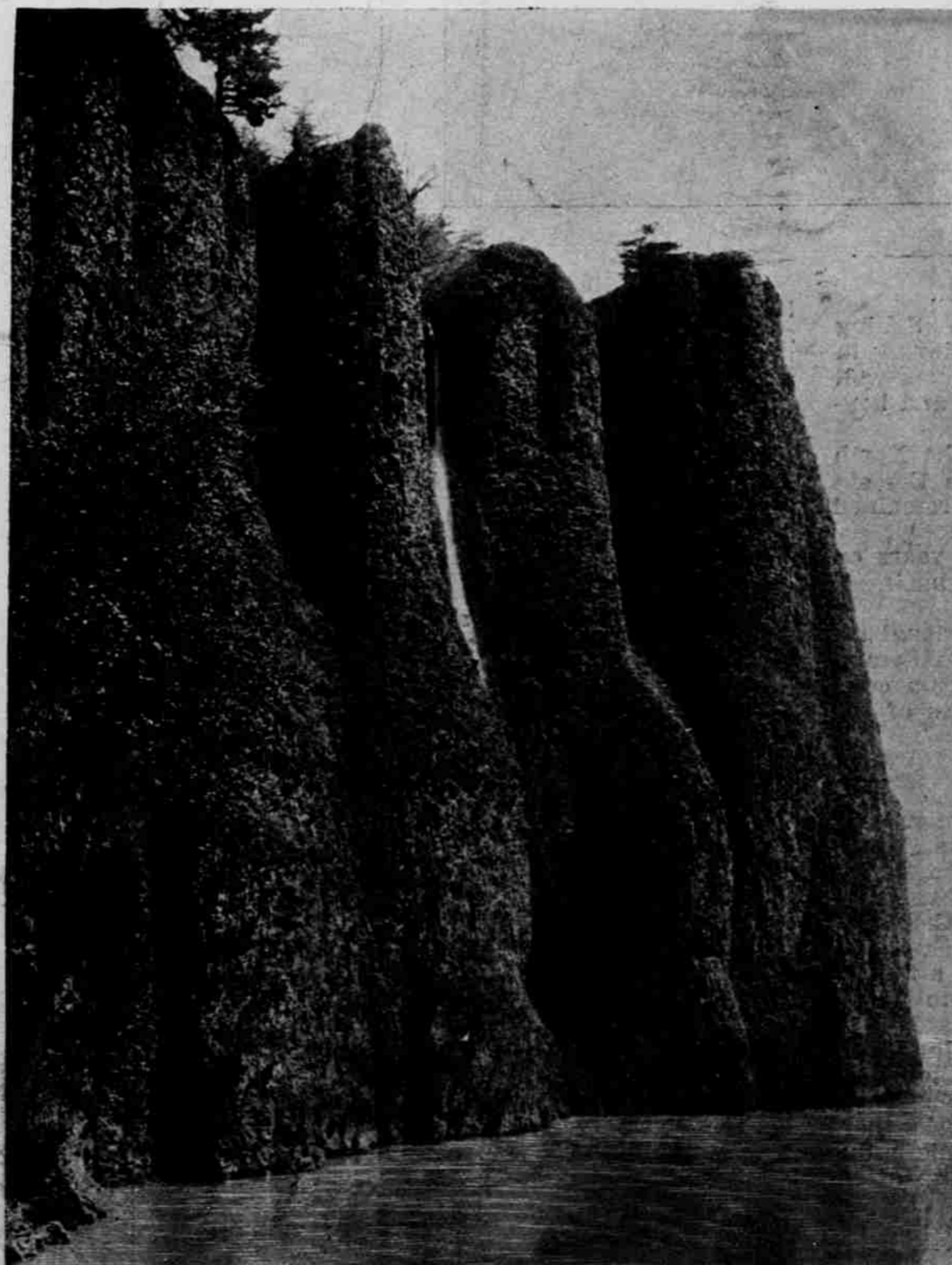
Spokane	Salt Lake
Minneapolis	Denver
St. Paul	Omaha
Chicago	Kansas City

OCEAN STEAMERS

Leave Portland every five days for San Francisco . . .

W. H. HURLBURT,
Gen. Pass. Agt., Portland, Or.

JAMES IRELAND, Agent,
The Dalles, Oregon.



CAPE HORN.