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CHANCE DAYS IN OREGON.

The following is an extract from "Chance Days in Oregon," by "H. H.," in the January *Astorian*: To go up and down a river is a good deal like spending a summer and a winter in a place, so great a difference does it make when right hand and left shift sides, and everything is seen from a different standpoint.

The Columbia river scenery is taken at its best going up, especially the gradual crescendo of the Cascade mountain region, which is far tamer entered from above. But we had a compensation in the clearer sky and lifted clouds, which give us the more distant snow peaks in all their glory, and our run down from The Dalles to Portland was the best day in our three on the river. Our steamer was steered by hydraulic pressure, and it was a wonderful thing to set in the pilot house and see the slight touch of a finger on the shining lever sway the great boat in a second. A lady's hand is strong enough to steer the largest steambot by this instrument. It could turn the boat, the captain said, in a maelstrom, where four men could not budge the rudder wheel.

The history of Columbia river navigation would make by itself an interesting chapter. It dates back to 1792, when a Boston ship and a Boston captain first sailed up the river. A curious bit of history in regard to that ship is to be found in the archives of the old Spanish government in California. Whenever a royal decree was issued in Madrid in regard to the Indies or New Spain, a copy of it was sent to every viceroy in the Spanish dominions; he communicated it to his next subordinate, who in turn sent it to all the governors, and so on till the decree reached every corner of the king's provinces. In 1789 there was sent from Madrid by ship to Mexico, and thence by courier to California, and by Fages, the California governor, to every port in California, the following notice:

"Whenever there may arrive at San Francisco a ship named the Columbia, said to belong to General Washington, of the American States, commanded by John Kendrick, which sailed from Boston in 1787, bound on a voyage of discovery to the Russian settlements on the northern coast of the peninsula, you will cause said vessel to be examined with caution and delicacy, using for this purpose a small boat which you have in your possession."

Two months after this order was promulgated in the Santa Barbara presidio, Capt. Gray, of the ship Washington, and Capt. Kendrick, of the ship Columbia, changed ships in Wickamish harbor. Capt. Gray took the Columbia to China and did not sail into San Francisco harbor at all, whereby he escaped being examined with caution and delicacy by the San Francisco garrison. Not till the 11th of May, 1792, did he return and sail up the Columbia river, then called the Oregon. He named it for his ship, "Columbia's River," but the possessive was soon dropped.

When one looks at the crowded rows of steamboats at the Portland wharves now, it is hard to realize that it is only thirty-two years since the first one was launched there. Two were built and launched in one year, the Columbia and the Lot Whitcomb. The Lot Whitcomb was launched on Christmas day; and there were three days' feasting and dancing, and the people gathered from all parts of the territory to celebrate the occasion.

It is also hard to realize, when standing on the Portland wharves that it is less than fifty years since there were angry discussions in the United States congress as to whether or not it was worth while to obtain Oregon as a possession, and in the eastern states manuals were being freely distributed, bearing such titles as this: "A general circular to all persons of good character wishing to emigrate to the Oregon territory." Even those statesmen who were most earnest in favor of the securing of Oregon did not perceive the true nature of its value. One of Benton's most enthusiastic predictions was that an "emporium of Asiatic commerce" would be situated at the mouth of the Columbia, and that a "stream of Asiatic trade would pour into the valley of the Mississippi through the channel of Oregon." But the future of Oregon and Washington rests not on any transmission of the riches of other countries, however an important element in their prosperity that may ultimately become. Their true riches are their own and inalienable. They are to be among the great feeders of the earth. Gold and silver values are unsteady and capricious; intrigues can overthrow them; markets can be glutted, and mines fail; but bread the nations of the earth must have. The bread yield controls the situation always. Given a soil which can grow wheat year after year with no apparent fatigue or exhaustion, a climate where rains never fail and seedtime and harvest are uniformly certain, and conditions are created under which the future success and wealth of a country may be predicted just as surely as the movements of the planets in the heavens.

The Hog A Joy Forever.

At dinner the other night, after the trash had been disposed of, two roast pigs, each with an apple in his mouth, were brought in and set before the host and hostess. I had not seen such a thing in years, but it was a savory reminder of many a lavish board under which my youthful legs had twined about each other in ecstasy. There's a good deal of sentiment in the memories that hang about the hog. Where is there a festival that compares in solid enjoyment with "hog killing time" on an old plantation? How many a time have I sat on the warm side of a big fire in the cold of a December dawn and licked my half-frozen chops as I watched the sleek carcasses drawn and quartered, or hung over the huge scalding pot, like a young Macbeth over the witches' caldron! The late Senator Hill loved nothing so well as a plate of chitterlings. I have seen Gov. Herschel V. Johnson eat a pig's ear with infinite relish. What were Gov. Brown's collars (I refuse to spell it cole-worts) to that great and good man, if underlying his historic love for this fine escalot there was not an unconfessed love for hog's jowl? I once saw General Gordon rushing through Wall street, when we both had more stocks than was healthy, with a bucket of hog's brains that he had bought from a down-town butcher for his table at the St. James. Gov. Stephens dotes on boiled ham, and the nearest to death Gen. Toombs ever came was from indigestion caused by over eating of headcheese; so that a little more hog's head might have prevented secession. More than one historian holds that Lee's army was never whipped until the bacon had given out and it had to fall back on beef. Many an Englishman greases his distinguished chin with fatty bread, and it was at a

Governor's table that I saw the suckling pigs that evoked this train of memories.—*Atlanta Constitution*.

A few days ago Governor Butler, of Massachusetts, was talking with the editor of a paper that had persistently and bitterly opposed him. Said the governor: "Sir, we have met on many a bloody field, but I believe you never called me a fool in your paper, did you?" "No, General, I never did." "All right then; if you never called me a fool I don't care about the rest."

An arrangement recently made provides for the running of through Pullman cars from New York city to Portland, Oregon, over the Pennsylvania, Chicago, Milwaukee & St. Paul and Northern Pacific, to go into effect as soon as the connection is made across the continent during the coming summer.

A New York doctor has been figuring for the last twenty years, and has reached the conclusion that very small feet on women means a temper like cayenne pepper and a tongue which will lie about its best friend. This is a noble effort to console women with big feet, but it won't work.



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No Preparation on earth equals Dr. Jacobson's. It is a safe, sure, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive relief. It claims in Eleven Languages.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

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Mushroom towns are not wholly restricted to new states. Four months ago a dense Virginia forest covered the site of Pocahontas, which now has a population of 2,000. A coal mine was the cause.

The Wood River, I. T. Times says that exactly midnight, when the old year went out and the new year came in, the Wood River country was lit up with camp fires. Three hundred men were out locating claims that had not been represented.

SYMPTOMS OF A DISEASED LIVER.


Pain in the right side under edge of ribs, increasing on pressure; sometimes the pain is on the left side; the patient is rarely able to lie on the left side; sometimes the pain is felt under the shoulder and is sometimes taken for Rheumatism in the arm. The stomach is affected with loss of appetite and sickness; the bowels in general are costive, sometimes alternating with laxity; the head is troubled with pain, accompanied with a dull, heavy sensation in the back part. There is generally a considerable loss of memory, accompanied with a painful sensation in having left undone something which ought to have been done. A slight, dry cough is sometimes present. The patient complains of weariness and debility; he is easily startled; his feet are cold or burning, and he complains of a prickly sensation of the skin; his spirits are low, and, although he is satisfied that exercise would be beneficial to him, yet he can scarcely summon up fortitude enough to try it.

If you have any of the above symptoms, you can certainly be cured by the use of the genuine DR. C. McLANE'S LIVER PILLS.

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Notice. THE SCHOOL TAXES FOR SCHOOL District No. 9 are now due and payable at my office, in The Fisherman's Packing Company's building. These taxes become delinquent thirty days from date.

ROBERT HAMILTON, School Clerk.

Upper Astoria, Oct. 4, 1882.

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