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THE PORTLAND AND KALAMA BRANCH

Work on the Portland-Kalama road was begun during the latter part of March last. However active operations were not inaugurated until about the first of May following, owing to the heavy rains and general backwardness of the season. The contract for grading, building bridges, track-laying and blasting was awarded to J. B. Montgomery. As soon as the season had sufficiently advanced a large fore of graders commenced work. From Portland to Kalama the distance is forty-three miles. Clearing and grading was commenced at a point on the line about midway, and pushed in opposite directions. This extension began in Portland, opposite where the proposed bridge across the Willamette will be built, and extends down the west side of the Willamette and south side of the Columbia rivers to a point on the latter stream about three miles below Kalama. Coffin Rock is the point selected where the transfer will be made. By this route some three miles of the old Northern Pacific track below Kalama—the present starting point—will be rendered useless, as the new branch will touch the Columbia some distance below on the opposite side of the river. The old track was laid in 1871, and much of the ties, and trestle-work are in advance stages of decay. Three miles of the original roadbed thus to be abandoned was laid below high water mark, and a great deal of the track for that distance is several feet under water during the annual June freshet, and this inconvenience and cause of delay and expense to the company will in the future be obviated by the route of the extension.

The Portland-Kalama branch runs close to the river banks and is not often out of sight of the Willamette or the Columbia. Some six miles above the town of St. Helens, the road makes a detour, leaves the river and does not approach nearer than a mile and a half. It follows this course for several miles. At Columbia City, a few miles below St. Helens, the road again strikes the Columbia, and follows closely the shore until it reaches Coffin Rock.

The road is of standard gauge, with the road bed built in accordance with the requirements of the government under the Pacific Railroad act—16 feet embankment and 18 feet in the cuts. For most of the distance the route traverses a rather broken country, crossing numerous streams and sloughs, and much trestle bridging is required—some 31,700 lineal feet, and several small Howe truss spans, each ranging from 100 to 125 feet in length, are being built. There are a number of heavy rock cuts, and grading is being pushed vigorously forward by a large force of men, and some twenty miles of grading have already been finished, and by the 1st of September the roadbed will be completed and track-laying will commence about the 20th of July, and be completed about the 20th of September. Bridge-builders are crowding the work forward, so that when track-laying shall begin there will be little or no interruption to the work. Like the grading, track-layers will commence work midway, and push in opposite directions, until the ends are reached. There are now about 2,100 men on Mr. Montgomery's pay rolls. Considering the lateness of the season and the natural obstacles, the contractor has pushed the work forward with remarkable rapidity. This branch is being constructed in a very substantial manner, and will cost, when finished, about \$20,000 per mile. This will, of course, include the cost of ballasting. The bridging especially is of the finest quality, and it is confidently expected to have all the track laid by the middle of next September, but the road will not be ready for the contractor to

turn it over to the Company until two months and a half later. Ballasting will follow, which will require until the first of December to complete.

Spoiled Daughters of Society.

Perhaps the most complete form of slavery to be seen in New York is slavery to ones daughters. All literature has paid homage to woman, but in our age practical life does it. The New York wealthy man has a daughter or two. He pays but little attention to them while they are children, but it suddenly occurs to him that they are growing beautiful. His wife is sure of this fact and she begins to dress the girls while they are still children in all the elegance of princesses. They are sent to dancing school, to riding school, to the finest seminary and put in the opera-box, allowed to know what is going on at all the theaters, and carried to the watering places, and before they know anything of their country they are sent to Europe, where, as my friend the Consul, who has just arrived, says, he has seen girls not 17 years of age provided with wardrobes of fifteen to thirty silk dresses, with hose of variegated silk, diamonds in their ears and everything that life ought to yield toward its termination they are satiated with upon the very threshold. With fine food and wine, their complexions become elegant; they are seldom away from the dentists a week having their teeth fixed, the most cosmopolitan society is introduced to them and they look down with indifference upon the boys of their own age, or if they marry by an act of nature, soon upbraid their husbands for not keeping up the luxury their parents spoiled them with. A friend, who has spent many years in Europe, told me that the freedom allowed daughters by American parents is the astonishment and horror of that continent. American girls are known wherever they appear by their sumptuous attire on the streets, their delicate shoes, the adoration paid them by their parents and they are brought up beautiful enough and worthless enough to be at once the temptation and ruin of any young man who may take them to his arms.—Guth.

The Boston Globe says that in 1840, when Harriet Martineau visited this country, she showed that only seven vocations were open to women who wanted to work. These were keeping boarders, setting type, teaching needle-work, labor in cotton mills and folding and stitching in bookbinderies. Now there are 284 occupations open to women in Massachusetts and 551,158 members of the gentler sex in this state alone earn their own living receiving from \$150 to \$3,000 each per annum. This does not include amateurs or mothers and daughters in the household. As there are 70,000 surplus women in Massachusetts, these new avenues of employment are widely appreciated.

The interior of Greenland is absolutely unknown to any but a few natives. The stories which they tell are not generally credited and the results of Professor Nordenskjold's exploring expedition will be looked forward to with great interest by scientists in particular. The natives assert that there are large tracts of country gradually sinking and that between latitudes 60 and 70 deg. buildings have continually to be shifted farther inland in order to keep the sea from running over them. While land is thus sinking in Greenland it is said to be slowly but surely rising in Norway and Sweden, and localities which 500 years ago were swamps are now mountains.

"I happen to know of a great many cases of rheumatism, sprains, etc., in which St. Jacobs Oil proved itself a never-failing panacea," said Mr. Wm. A. Davidson, of Cincinnati, Ohio. "I severely sprained my ankle while searching for geological specimens, and suffered severely until I tried St. Jacobs Oil. It cured me, leaving me in a mood to extol the Great German Remedy."

After Trespassers

The government seems to be waking up to a sense of the value of its timber lands in this section, and the special agent sent out here to look after them appears to be in earnest. On information furnished by him, E. S. District Attorney Watson yesterday commenced suit against Messrs. William and Charles Williams and B. J. Pengra, to recover damages for cutting and removing ties from government lands, in the sum of \$9,000, and against Charles Williams and B. J. Pengra, to recover for similar trespass, \$6,000. Hon. R. Mallory appeared for the defendants, and it was stipulated that they should be allowed till the first Monday in November to plead to the complaint. Suits will be commenced against other parties charged with helping themselves to government timber, and the government intends to prosecute them to the full extent of the law.—Oregonian.


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