

## TRANSPORTATION.

Work is progressing rapidly on the extension from Puyallup to Seattle.

The engineers of the O. S. L. still continue the survey down Snake river.

Track was laid across the third crossing of the Pend d'Oreille, or Clarke's fork, the last week in March.

The new time table on the Northern Pacific went into effect April 22d, from St. Paul to Bozeman without change of cars.

The road on the old Cascades portage has been reduced to a narrow gauge, allowing the company to utilize the rolling stock of that class it possesses.

Local passenger traffic on Puget sound is becoming very extensive, while the arrivals by San Francisco steamers far exceed anything before experienced.

A line of weekly stages has been put on the newly opened route from Jacksonville to Crescent City, where connection is made with a steamer to San Francisco.

Posters announcing the opening of the Oregon Short Line route to Wood river, and describing the mineral resources of that country, have been issued by the Union Pacific Co.

The railroad bridge to be built across the Willamette at Portland by the Northern Pacific Railroad Co., has been located to run from North Seventeenth and W streets to the wharf at Albina. Work has been commenced on the structure.

The trestle now being constructed at Marent's gulch in O'Keefe canyon, Montana, will be one of the most wonderful feats of railroad building ever accomplished. It will be 868 feet long, 84 feet wide at the base, and 226 feet high.

The Baker City branch of the O. R. & N. Co. has been opened for traffic to Cayuse station, twelve miles beyond Pendleton. Early in May the road will be operated as far as Meacham's, near the summit of the Blue mountains.

Track-laying has begun on the "half-moon road" running from Palouse Junction on the Northern Pacific to Colfax, Palouse City, Farmington and Moscow. It will be a great factor in developing Whitman county and Northern Idaho.

The celebration in Bozeman of the completion of the Northern Pacific to that city on the twenty-first of March, was participated in by 6,000 people. Speeches, banquet, procession and illuminations expressed the joy of the citizens at receiving direct rail connection with the east.

The Shonkin bar on the upper Missouri river will be removed this summer by the government engineers. This has long been a detriment to navigation of that important stream, and its removal will be of great benefit to a vast region depending upon the Missouri for a commercial highway.

The Northern Pacific has fixed \$150 per car as the freight rate to immigrants from St. Paul to Bozeman. A family can thus take their household goods to Montana at a small expense. The same liberal policy will be pursued when the road is completed. Such action as this helps wonderfully in building up a new country.

A continuation of the O. R. & N. Co.'s line from Riparia (Texas Ferry), on Snake river, through the Palouse country to Spokane Falls or some other point on the Northern Pacific, is desired by the people of Walla Walla, because it will furnish a shorter eastern outlet, and will bring a larger area of country under contribution to that city.

The Seattle and Walla Walla Wagon Road Co. has been incorporated in Yakima City, with a capital stock of \$100,000, to build and maintain a wagon route through Snoqualmie pass connecting Eastern and Western Washington. It is an effort to open direct communication between those sections while awaiting the railroad that will inevitably be constructed.

The *Wide West* is now making the round trip between Portland and Astoria in one day, starting from this city at 5 A. M., and leaving Astoria on the return trip at 1 A. M. It is but a decade ago that we had but two trips per week, and now we not only have the regular boats each way daily, but this fast boat making the round trip each day. It is but one instance of the growth of trade and travel throughout the great northwest.

There are to be twelve bridges of the Howe truss pattern between Little Blackfoot and Missoula. All are composed of sixty-six foot spans; the shortest being a single span at Gold creek, and the longest a four span at Lennan's, near Bear Mouth. Everything is ready for the pile-driver and carpenters to commence the work of construction. With the exception of one at Gold creek and one at Big Blackfoot, all are crossings of the Hell Gate river.

Livingston having been selected as the starting point of the branch running from the Northern Pacific to the National Park of the Yellowstone, surveying was commenced at once, and now a large force is at work on the grade. It is the intention to have the road completed in July, so that tourists to the Park can be accommodated this season. It will become very fashionable for overland travelers to switch off at Livingston for a few days' visit to that great home of nature's wonders.

The work of building steamers to ply on the rivers and bays and between our coast harbors has been very active this spring, showing a great increase in coast and inland commerce. The *W. K. Mervin* has just been completed at Seattle, at a cost of \$12,000, to ply on the Skagit river trade. The *A. B. Fidd* was launched in Astoria in March, and has entered upon the route between that port and Tillamook. The *Annie Faxon* and *D. S. Baker* were launched at Celilo recently, and will ply on the Upper Columbia and Snake rivers. At Victoria the *R. Dunsmuir* and *Barbara Boucoits*, the latter a steam schooner, were recently completed. A new steamer to navigate the waters of Gray's harbor and Chehalis river is being constructed.

The iron bridge across Fraser river, to be built by the Canadian Pacific, has been located sixty miles above the head of navigation. Owing to the narrow channel and the great increase in volume of water and strength of current in the spring, it was found impossible to erect a pier in mid channel, and therefore a central span of 315 feet will be thrown across the stream, resting on piers on either end, while two end spans of

105 feet each will carry the bridge to the rocky sides of the valley. The bridge will be 125 feet above the ordinary water line, which raises sixty feet during the annual freshets. The bridge is now on its way around the Horn, being shipped in small pieces ready for putting together.

The extension of the O. & C. road to the California line is being vigorously pushed. About the first of May trains will be running to Julia, on Cow creek, which will be the operating terminus till after the Cow creek tunnel is completed. This will be done in July and the road, which will be graded many miles beyond, will be extended to Rogue river valley so as to reach it some time this fall. The great tunnel through Siakiyou mountain has been definitely located, and work will be at once commenced and pushed to a completion at the earliest possible moment, probably in the fall of 1884. On the California side, grading is now being done on the first fifteen miles north of Redding, while the bridge work for a long distance beyond that point is in an advanced stage. The road will have penetrated far into the mountains before the season closes. Between 3,000 and 4,000 men are at work above Redding.

In answer to a letter of inquiry, addressed by Hon. P. B. Johnson of Walla Walla to Henry Villard, Esq., the latter gentleman uses the following language:

"I would say in general terms that the policy of our companies will not be like that pursued by the Central Pacific railroad company in reference to interior points. The Northern Pacific and O. R. & N. companies do not propose to charge local rates that will prevent the development of distributing points in the interior. In other words, to use your example, it is not the purpose of the management to charge rates to and from Walla Walla equal to the rates between St. Paul and Portland, plus the rates from Portland to Walla Walla. I cannot at this time, in advance of the completion of the Northern Pacific railroad, say precisely what the rates will be, but have no hesitation in saying that they will be so adjusted that Walla Walla will retain the custom of the country naturally tributary to the place."

The following from a Chicago journal shows what they think of our country in that great railroad center:

"One of the most noteworthy examples of current progress is the opening up of Idaho, Montana, Oregon and Washington by railroad construction. The remote regions of the Rocky mountains in Idaho and Montana, as well as Eastern Oregon and Washington, hitherto unaccessible save by means of the slow-plodding mule and the long-suffering horse, will soon reverberate with the shrill locomotive whistle and the thundering train. The vast regions thus opening to traffic are mostly without adequate timber resources, and as their mining and stock-grazing interest are developing, and towns and cities spring up, a field for lumber distribution as large as that tributary to Chicago will be added to that which is calling on the supply. All are familiar with the building of the Northern Pacific, which now lacks only 200 miles of completion, and will sweep across the northern part of the mountain region. The Union Pacific company is pulling out to reach Oregon and Washington abreast of its great northern rival. It is com-