

TRANSPORTATION.

Boats now run daily between New Tacoma and Victoria, to accommodate the increasing travel.

The finest steamer on the upper waters is the *R. P. Rithet*, a new boat of the C. P. N. Co. running on the Fraser river route from Victoria.

Haggin & Tevis have begun the construction of a line from the Anaconda mine near Butte City to their smelter, with a possible extension to Blackfoot.

A steamer called the *Idaho* has been built at Montesano, W. T., to navigate Chehalis and Black rivers. She is sixty feet long and draws only twelve inches of water.

Through travel on the Northern Pacific, including stages across the unfinished gap, was inaugurated in May. The length of the stage route will gradually decrease as work progresses on the road.

Fifty miles of the branch road from Billings to Fort Benton have been placed under contract to be completed the coming fall. It is expected that the line will be extended to Benton next year.

A branch line from Missoula up the Bitter Root valley is contemplated by the Northern Pacific, opening up one of the best agricultural sections of Western Montana and a region rich in minerals and timber.

The contemplated branch of the Utah and Northern road to the National Park will run up Ruby river to Virginia City, cross the divide to Madison river and continue up that stream to Fire Hole basin. It is expected that work will be commenced upon it before long.

The monster iron ferry boat to be used in transporting trains across the Columbia, between Kalama and Lenore, has been shipped in sections and is now on the way by ocean. It has a capacity of thirty cars and is excelled in size only by the *Solano*, used by the Central Pacific at Benicia.

Agents of Boston capitalists have examined the country between Roseburg and Coos bay with respect to its coal and timber resources and the feasibility of a railroad, and have returned with a favorable report. The prospects for a road from Roseburg to the coast are brighter than ever before.

The bridge across the Willamette will be 1,186 feet long, exclusive of approaches. The draw span will be 394 feet in length with a pivotal pier in the center. East of this will be a span of 264 feet, while west will be two more of the same length. The bridge is to be of the most substantial kind, and will have a double track.

Work has at last been commenced upon the Cascades division of the Northern Pacific, connecting Eastern and Western Washington. A party has taken the field near Yakima City with instructions to push westward across the mountains, and another will work westward from the main line towards Yakima. It is expected that 1,000 men will soon be distributed along the route.

The signs that the Northern Pacific will be completed by the first of September still continue favorable. The eastern line reached Helena two weeks ago, and the track on the west has just been finished to Missoula. At a low average of one mile per day on each end, the 126 miles yet

to be laid will all be down before September. The road bed is all graded and the bridge work so far progressed as to be ready for the track as fast as it approaches. To provide for the possibility of a delay in the completion of the Mullan tunnel, a temporary track is being laid over the summit on a grade of 212 feet to the mile.

In order to connect Boise City with the great railway system of the west, the business men of that place consider necessary a line from the city to the proposed junction of the Oregon Short Line with the O. R. & N. Co. on Burnt river. They have incorporated the Idaho, Utah and Oregon R. R. Co. with a capital stock of \$5,000,000 to construct the following railroad and telegraph lines: From Boise City, in Ada county, Idaho, in a west and northerly direction to a point on Burnt river, in Baker county, Oregon, with a branch from some point in Ada county to Horse-shoe Bend, on the Payette river in Boise county, Idaho; and from Boise City in an easterly direction to Atlanta, in Alturas county, Idaho, with a branch line to Idaho City, in Boise county; and from Boise City, in a southeasterly direction, to Ogden, Utah. The success of this project, or the more important part of it, would add materially to the prosperity of Boise and the country tributary to that city.

The bill which recently passed the Provincial Legislature of British Columbia subsidising the Columbia and Kootenai Railway and Transportation Company, granted it the right to build, equip and maintain a continuous line of railway from the outlet of Kootenai lake, through the Selkirk range of mountains, to a point on the Columbia river as near as practicable to the junction of the Kootenai with the Columbia river in British Columbia; also a line of steamers suitable for passenger and freight traffic, and other vessels, upon the Columbia river to and from the point on the Columbia river where the Columbia and Kootenai railway from Kootenai lake terminates, to that point on the west bank of the Columbia river where the Canadian Pacific railway shall strike the said river and cross the same near the Eagle pass. In consideration of the undertaking assumed by the company the government of British Columbia grants to it all alternate sections of land on each side of the route, or routes, proposed to be navigated by the company's steamers and over which the railway shall pass, provided the aggregate amount of the grant shall not exceed 750,000 acres. The company has a capital stock of \$5,000,000, and its incorporators own valuable mining interests in the region they are seeking to develop. We have previously called attention to the agricultural and mineral wealth of the Kootenai and this scheme for opening up that region. There are splendid opportunities for enterprising men.

Why ship-building is not carried on more extensively on Puget sound it is difficult to explain. Apparently it is due to nothing but a lack of enterprise, a failure of ship-builders to realize the great advantages offered there for work of that kind. We will not be surprised at any time when we hear that a large ship-yard has been established at some point on the Sound. On this subject the *Seattle Post-Intelligencer* says:

"More than a dozen new steamboats will be built at this point this year. Five have already been launched and six are now on the stocks.

This is better than ever was done before, but it is still within the demand, to supply which eastern ship-yards have been called upon, while boats are constantly being sent here from Oregon and California. A considerable number of schooners, barkentines and barks have been built on Puget sound during the past few years, and two fine large ships. These show what can be done, and would be worth boasting of were not a greater number of like vessels built during the same period of time at the less advantageously located port of San Francisco.

"A ship-yard here has the pick of its lumber from the yard or the mill, or, what is better, can go to the logs in the boom and have cut the dimensions wanted. Better sticks are obtained, and the waste is less. Further, the home yard saves \$8 a thousand feet on the transportation of lumber compared with the San Francisco yard. This makes a difference in favor of the Puget sound builder of from \$1,500 to \$3,000 on every vessel built of from 200 to 500 tons measurement.

"What is needed, and what would pay here, is a yard on a large scale, covering a surface of twenty acres, and having a front to the Sound of several hundred feet, perhaps a thousand. Here should be steam power and shops, and ways for the hauling out of vessels of ten or twelve hundred tons measurement. They should be able to repair any mishap to any ordinary wooden ship. They should be able to build and equip, from keel to masthead, sail vessels fit for coastwise or foreign trade, and they should be able to turn out, machinery and all, steamers like the *Washington* or *North Pacific*, and even larger or better ones. To do all this would require a capital of over a hundred thousand dollars, and would necessitate the employment of at least two hundred men. There is nothing visionary in what we have written. The proposition is based upon the present trade of the coast, upon work now being done, partly here, but principally in the docks and yards of San Francisco."

The Red Bluff and Hot Springs mining districts, in Montana, are attracting considerable attention.

A rich, free gold quartz ledge has been discovered seven miles north of Boise City, Idaho.

The famous Atlantic Cable mine, in Deer Lodge county, Montana, has been re-opened after years of idleness.

The Virginia City Reduction Company is building reduction works of fifty tons daily capacity, at Virginia City, Montana.

The Smoky Bullion mine, in Alturas county, Idaho, has been incorporated. A stamp mill will be erected this season.

The Silver Creek Mining Co. has begun operations on their ledge in the Coast Range, twenty miles west of Dallas, Oregon.

More discoveries have been made in the new Horse Prairie district, near Red Rock, Montana, on the Utah and Northern railroad. The ores carry gold, silver and copper.

Blackburn is the name of a new mining camp on Little Lost river, Idaho, seventy miles west of Camas Station on the U. & N. road. Until recently it was known simply as the Big Sink country. The principal lode can be traced a distance of six miles, and fifteen locations have been made upon it. A smelter will soon be erected.