

tains up the river are covered with pine, which can be easily rafted down; within the town limits even the finest of building stone in inexhaustible supply can be had; the Belt mountains, distant from 25 to 50 miles, furnish mineral ores of every kind, and the Sun river valley and others adjacent will furnish the agricultural products demanded. The water power of Black Eagle falls alone is much greater than that of St. Anthony falls at Minneapolis. The policy of Mr. Hill will be to develop this enterprise at an early date. Among the first moves will be to secure a railroad, and whether it is a branch of the Northern Pacific, the Utah and Northern or some other road, remains to be seen; but a railroad will be built there, and that very soon. The building of a great manufacturing town at the falls of the Missouri will be of vast benefit to northern Montana. It will draw railroads to it, aid in the development of its agricultural and mineral resources, and hasten the day when the enormous Indian reservation, which now holds thousands of square miles of its choicest land securely closed to the settler, will be thrown open to occupation.

IDAHO.

The whole of southern Idaho is waking into new life and activity under the influence of the railroad. Immigrants are pouring into its valleys and mining districts in great numbers.

Bernard is the name of a new town on Crooked river in the Sheep mountain country. It is named in honor of Colonel Bernard, whose campaign after Indians through this region in 1879 first revealed the fact that it was rich in quartz ledges.

The entire Weiser valley is settling up rapidly, and when the railroad reaches it this fall, a large increase in immigration is expected. A new town will probably be laid out by the Oregon Short Line on their route about three miles from Weiser city.

On the summit of the Sawtooth mountains, above Sawtooth City, in the Wood river country, is Red Fish lake, or rather was, for the water has suddenly disappeared leaving the barren bed exposed. The lake had an area of several miles and was many fathoms in depth. It was on the summit of one of the peaks of the range, some 11,000 feet above the level of the sea, and surrounded by heavy timber, which rendered it a delightful place of resort in the summer for camping, fishing and boating parties. The lake has been there since the white man has known the country, but lately the bottom fell out. The country formation is granite and limestone, and an immense fissure has been opened, whether caused by a separation or settling of the earth's surface, or from volcanic action, is not known. At present the bed of the lake is dry, and presents the appearance of a deep gorge or valley on the summit of the mountains. This lake has always contained millions of fish, and been a favorite resort for deer, bear and other game. Where the fish went to is as much of a mystery as where the water went. Will the water reappear? and if so, will the fish also return? are conundrums frequently asked and never satisfactorily answered. We must wait and see.

BRITISH COLUMBIA.

The Webster saw mill in New Westminster has fallen into the possession of the Dominion Sawmill Co. The mill will be greatly improved and its capacity doubled.

The fishery industries of the northern part of the province are in splendid condition. At Alert bay the salmon are running splendidly, and the new cannery on Smith inlet is having an excellent run. The run is just commencing on River inlet. One of the canneries is at work while the other will not be ready until so late that it will only salt the fish this season. The saw mills there are at work night and day and can not supply the demand for lumber required in that neighborhood. A new cannery is going up on Bella Coola. The canneries on Skeena are all at work. At some of the establishments Indians only are employed, both as fishermen and canners. At Skidegate the oil company has put up 30,000 gallons of oil and expects to secure 46,000 gallons during the season.

A company of English capitalists has undertaken the enterprise of draining and colonizing the bottom lands of the Kootenai. William A. Bailie-Grohman, the company's representative, thus describes the enterprise to the *Colonist*:

The lower Kootenai country comprising the lands in question is very little known and at present quite uninhabited. Between Bonner's ferry on the Kootenai river and the lake, a distance of about 110 miles by river, there is only one white settler. The lands which we propose to reclaim are situated on both sides of the river. The valley, here about five or six miles wide, is bounded on both sides by steep and densely timbered mountains. These bottoms are level stretches of meadow land, annually inundated from the middle of May to the middle or end of July. The rise in the river in average years is about 22 feet and one can form, therefore, some idea of the vast volumes of water which we have to tackle. We propose to do so from two points, i. e., by digging a water ditch of considerable length connecting the upper waters of the Kootenai river with the headwaters of the Columbia, which at this point is of slightly lower elevation, and secondly, by widening the outlet of Lake Kootenai. The first mentioned work will subdue the Kootenai waters only to a very limited extent; the latter will be far more effective, but also very much more costly as we have to widen or lower the bottom of the outlet by blasting for at least six miles. From what I have seen of the country I should judge that a capital of at least \$100,000 or \$150,000 would be required to carry through this work. Our consulting engineer will examine the whole question thoroughly this autumn when the water is sufficiently low to determine the difficulties in our way. If we succeed we shall have some 70,000 acres of very excellent land, all of rich, alluvial soil, where luxuriant vegetation can be expected. Our scheme is an honest one; there is no land-grabbing about it, and we mean business right from the start. I have already signed contracts for a small steamer for our own use, to be on the river by August 15th. It will be the first on these waters, for the reported existence of other steamers on the river or Lake Kootenai is not correct. Our little steamer will have to be hauled over 48 miles of about the worst trail there is in this or any other country; but as we have just received a franchise from the territory of Idaho to build a toll road from Sand Point to Bonner's ferry, upon which we intend to commence work at once, I have every hope that excellent communication will be established by next spring.

For the past five years I have been visiting the western territories, spending six or eight months every year west of the Missouri, devoting myself exclusively to exploration and sport. I must say I have never seen a country that pleased me in

every respect (barring mosquitoes) so much as the Kootenai river and lake, and I certainly know no mountain lake either in Europe or America that struck my fancy more than Kootenai lake. It is strictly an Alpine lake, the mountain slopes, covered with good timber, coming down to the rock bound shores in as beautiful lines as I have ever seen, equal in many places to the famed Konigssee, the gem of the European Alps. Back of the first row of mountains there is a second much higher range of peaks, whose large glacier-like snowfields and very bold crags make the picture the very ideal of Alpine scenery. Concerning our intentions regarding the river lands which we have leased with the option of purchase from the government, I may say that we propose forming on them the Kootenai colony for immigrants of the best class, that is men of means, chiefly English army officers who have capital of their own and who desire to live in a beautiful country under the English crown, where sport is of such exceptional excellence as it is around Kootenai. The late army reforms in England are causing quite a considerable emigration of this very class, and Kootenai colony will, I think, cover just this want. Quite a number are coming out this autumn to look at the country.

YOUNG'S RIVER FALLS.

The rivers of the western mountains are becoming famous for the number and beauty of their falls. The foaming cascades that leap and whirl over and around the boulders and shelving rocks, the long bridal veils falling from great heights and melting into clouds of spray long before reaching the bottom, and the great cataracts that rival Niagara in power and splendor, are all worthy of unbounded admiration. One of the most beautiful of these is the falls of Young's river, in the Coast Range mountains, a few miles south of Astoria. The water, icy cold and clear as crystal, runs through the rocky gorges, shadowed by dense forests, and suddenly plunges over a precipice and flows onward to the Columbia. The water pitches downward a short distance upon a sloping mass of rocks, off which it rolls on three sides at once, falling in a thin convex sheet to the bottom. This double fall gives it a most peculiar and pleasing effect. Hundreds visit Young's river every year to admire the beauty of the falls and to enjoy the sport offered by that delightful region to the angler and sportsman.

CRESTED BUTTE.

The peculiar formation of the rocky bluffs that in places along the upper Columbia and its tributaries rise abruptly from the water and wall in the rivers for miles, is shown in our engraving of Crested butte. The Umatilla river, rising in the cool springs of the Blue mountains, flows northwesterly into the Columbia. Near its mouth, at Umatilla Landing, the O. R. & N. Co. has established the initial point of its Baker City branch, and from this point of junction it runs up the Umatilla forty miles to the city of Pendleton. When ten miles west of that place the track passes along the base of Crested butte, between the river and the towering wall of rock. This is but an introduction to the scenery of this new line; for after leaving Pendleton it rises rapidly into the Blue mountains, crosses them and descends the eastern slope to Snake river, finally uniting with the Oregon Short Line in the narrow, tortuous, rocky canyon of Burnt river. It is already over the summit, and will be completed to Baker City and Burnt river early in 1884, and then Crested butte and the hundred other objects of interest along this line will be passed by through trains from the east.