

In regard to the working of the fine gold placers along the Snake river, Idaho, a correspondent from Eagle Rock thus writes to the *Salt Lake Tribune*: "On the bank of Snake river, just above Eagle Rock, four men set to work last spring and have done the following: They dug two ditches to tap the Snake River Water Co.'s canal, each ditch about a quarter of a mile long, and brought water onto their claim. They built the first of the new gold saving machines last spring and another machine a month ago. They have made an arastra out and out, which runs by water power day and night, grinding the sand and gold that is gathered on their burlaps. They have retorted and sent off \$3,346 in gold, and have on hand enough of the burlap saving to retort \$2,590 more. They have two months yet in which to work before winter sets in. There are many miles of just such ground on both sides of Snake river above Eagle Rock. Comment is unnecessary."

The discovery of tin ore is again reported from Pacific county, W. T., at a point four miles north of McKenzie's head. If this is genuine tin and exists in any quantity it will be one of the most important discoveries on the coast. Immense quantities of the metal are used in the United States, to procure which millions of dollars are sent abroad. Valuable tin deposits are also reported from the Black Hills, in Dakota.

The Cle-el-um mining district has been organized in the southern portion of the Moses reservation, in Stevens county, W. T., embracing the country about Cle-el-um lake and Mount Stewart. Gold, silver, copper and iron ores exist in the district in large quantities. Many claims have been recorded, but active operations on most of them will not be commenced until spring, when considerable machinery will be taken into the district. A townsite has been located at the foot of Hawkins mountain, on Cle-el-um river about twelve miles north of the lake, and has been christened Cle-el-um City.

TRANSPORTATION.

Efforts are being made to have the Canadian government survey a route for the New Westminster and Port Moody railroad, to connect the former city with the Canadian Pacific at its terminal point.

The iron steamer *T. F. Oakes* was successfully launched at Gorrige's ship yard on the Delaware September 29. She is a magnificent vessel, the property of the O. R. & N. Co. and will take her place in the fleet as soon as completed.

The extension of the National Park branch of the Northern Pacific from its present terminus at Gardiner to Cooke City, the metropolis of the Clarke's fork mines, is probable. The extension will be fifty miles long and will tap one of the richest mining districts yet discovered in Montana.

The first-class passenger rate from St. Paul to Portland and San Francisco has been placed at \$95, a reduction of \$5 to Portland and \$25 to San Francisco. No change has been made in the other classes. This makes a reduction of \$5 in the first-class rates published last month to all points beyond St. Paul.

Three routes are being surveyed by the Union Pacific for a branch line to the National Park of

the Yellowstone. One of them runs from Beaver canyon via Camas creek and Henry lake; one from Twinbridges via Ruby valley, Virginia City and upper Madison; and the third from the three forks of the Missouri river. The second of these routes, though probably the longest, will pass through the best region for local traffic.

As required by the laws under which it is operating, the Canadian Pacific has officially announced in the *Toronto Globe* its intention to construct a branch line from a point near Winnipeg to Kansas City, Missouri, and another from Maple creek to Fort Benton, Montana. The prospect of being soon connected with this great trunk line is hailed with joy by the people of Northern Montana.

The new iron steamer *Olympian* which is being constructed for the Puget sound and Victoria trade, is 270 feet long and 40 feet beam, and is of fine model and of excellent workmanship and material throughout. The forward and after holds will have crew and passenger accommodations. The main deck saloon will be a dining hall, and the saloon on the promenade deck will have fifty staterooms with three berths each. The *Nautical Gazette* says: "She is a beauty in model and a fine specimen of naval architecture, a vessel of great strength and lasting endurance."

The project of building a feeder to the Northern Pacific to run up the Bitter Root valley from Missoula has taken definite shape in the incorporation of the Bitter Root Valley R. R. Co., with a capital stock of \$1,000,000, by W. F. Sanders and Ed. Stone of Helena, and F. H. Woody, R. A. Eddy and A. B. Hammond of Missoula.

Mullan tunnel is so nearly completed that trains will be running through it early in November, and the Bozeman tunnel will probably be ready for use by the first of January.

Caldwell is the name of the present terminus of the Oregon Short Line on the north bank of Boise river at the head of Dixie valley. From there to the Burnt river junction at Huntington it is about forty miles of difficult road, which will probably leave Caldwell the terminus till spring. As to the possibilities of a line down Snake river the *Walla Walla Union* says: "Monday a party of civil engineers in the employ of the Oregon Short Line arrived in the city. The party has just finished the labor of revising the survey made up Snake river by Mr. Moscrip. In doing so they shortened the line, decreased the curves and otherwise improved it. Mr. Beall reports the line from Burnt river to Lewiston as perfectly practicable, stated the distance at 186 miles, the maximum grade 16½ feet to the mile, with few through cuts and little difficult rock work. One tunnel 1,150 feet will be required. The engineers are carefully revising their figures and declare that the road can be constructed from Burnt river to Lewiston ready to operate for \$35,000 per mile. The Snake river route has great advantages over the mountain route of practically no grades, few sharp curves, no necessity for snow sheds, no blockades by snow and ice, advantages that more than compensate for the loss of the way traffic on the mountain road, and certainly overbalancing the difference in length of route. Mr. Beall, like all the engineers employed by the Oregon Short Line, is a firm believer in the speedy construction of the road down Snake river. He is also confident that the road

could very easily leave Snake river and follow up the Assotin, cross the divide and pass down the Pataha to Snake river, or even skirt along the foot of the mountains and down the Patit to the Touchet and thence on to the Columbia. His confidence in these routes arises from repeated trips he has made in years past along them."

In a recent interview Rufus Hatch said of the Northern Pacific: "How can it help being a great success when it will have four states and territories, with no competition for business? There are Washington, Idaho, Wyoming and Dakota, where it will have no competition. Then it has a backing that would make any road a success. It has 5,200,000 acres of land along its line, and that is all worth something. The Illinois Central road only had about 200,000 acres behind it, and see what it did. The Northern Pacific has more than twenty times as much." The land grant referred to is already yielding a revenue. During the year ending June 30, 1883, the total sales were 761,261 acres, realizing \$3,052,048, or an average of \$4 per acre. Besides this \$330,771 were realized from the sale of town lots. When it is understood that all this land was practically valueless until the road was built, a faint idea can be had of what this enterprise is doing for the great northwest.

The length of the proposed standard gauge road from Gray's harbor to Budd's inlet on Puget sound, is sixty-five miles. A donation of 1,000 acres of land and extensive water front at each of the terminal points is assured and the prospects for the road are bright. Surveys have demonstrated that the maximum grade is twenty feet and that the road can be constructed for \$20,000 per mile.

Since Mr. Villard's communication to the Astoria Chamber of Commerce stating that it was impossible for him to build the road from Forest Grove to that city, the business men have been actively engaged in an effort to have the road built by outside parties. They look upon it as a vital matter, and will accomplish their purpose if it can possibly be done.

The Canadian Pacific has been completed to the Bow river crossing, connecting the line with Calgary. The large wooden trestle bridge across Pitt river has been completed. It is 1,345 feet long, rests upon sixteen large piers, has a draw wide enough for a vessel fifty feet in width, cost \$100,000, and is the largest in British Columbia.

Wales Hubbard, of Wiscasset, Maine, has invented a car convertible at pleasure into a passenger or freight car. The particular principle of construction consists in the convertibility of the seats and berths into an inner wall or lining for the car, thereby freeing the car from all obstructions and forming a complete protection for the windows. The utility of such a car is obvious.

The *Jennie Ward* was recently launched at the ship yards in Coos bay.

The Oregon & California extension has progressed to within four miles of Grant's pass. Grading is being done in Rogue river valley, and as soon as the heavy work at the pass is completed the track will be quickly laid to Ashland.

The Puget Sound and Idaho Railway and Transportation Co. has been incorporated in Washington territory with a capital stock of \$250,000. The object of the company is to build a line from Bellingham bay across the Cascades by the Skagit pass to Idaho.