

NOTES OF THE NORTHWEST.

The Hecla Mining Company of Montana has reported the gross profit of operations during 1883 as \$685,396.83, of which \$360,000 were paid out in dividends. By gross profit is meant the excess above the actual operating expenses.

The bridge of the Oregon Short Line spanning Snake River, at the mouth of Burnt River, is over 700 feet long, and is elevated some eighty-five feet above low water mark. It is the largest and most costly on the line, and will be ready for use in a few weeks.

Two large saw mills and box factories are nearly finished in Astoria, and will be in operation in a few weeks. The canning season will soon open and boxes will be in great demand. Over 630,000 were used last year, and fully as many will be required the coming season.

The Columbia River Paper Company has been incorporated in Portland with a capital stock of \$100,000, to manufacture and deal in paper of all kinds. Mills will be erected at La Camas, in Clarke county, W. T., where superior facilities are offered. The work of construction will be commenced immediately.

The Olympia & Chehalis Valley Railroad Company is preparing to extend its narrow gauge road from Tenino to the coal mines on Hanaford Creek; also to construct a track on piling to deep water in the harbor of Olympia. It is the intention to make Olympia a rival of Tacoma and Seattle in the shipment of coal. The Capital City has magnificent resources at her command, and with proper energy and enterprise can so develop them as to render Olympia one of the great commercial ports of Puget Sound.

The Helena & Benton Railroad Company was recently organized at Helena, with a capital stock of \$3,500,000. The object of the company is to construct a line of railway from Helena to Fort Benton. Popular interest in this movement is very great, and such a road would be of vast benefit to both cities. Fort Benton lies at the head of navigation on the Missouri, and is the center of the cattle and sheep interests of Northern Montana. Vast stretches of bunch grass ranges and large areas of agricultural land will be brought within the influence of the road. The great water power of the Missouri River Falls would be rendered accessible for manufacturing purposes. Men of wealth and energy are interested in the road, and it will doubtless be pushed to a completion.

The activity which is now being displayed in constructing the Oregon Pacific road from Yaquina Bay to Corvallis is causing great gratification in that region and throughout the Willamette Valley generally. The managers of the enterprise state that it is their ultimate intention to continue the road across the Cascade and Blue Mountains to Boise City or some other suitable terminus in Idaho, and that the surveying parties at work in Eastern Oregon are in their employ, and are not looking out a route for the Oregon Short Line, as has been

generally supposed. The work already accomplished by the Government engineers on the bar at Yaquina Bay has been of great benefit. The three channels have been reduced to one by the construction of a jetty; and though this is still incomplete the depth of water on the bar has been increased several feet. When the work is done there will be a depth of twenty feet at low tide.

Construction on the Canadian Pacific will be pushed vigorously the present season, the managers of the road having succeeded in their efforts to provide the necessary means. The work ahead is thus outlined by James Ross, manager of construction. There will be some fifty contractors, employing about 10,000 men. No Chinamen will be employed, but the laborers will consist chiefly of men from the Western States, Ontario and Quebec, the majority of them being men specially engaged. Work will be commenced at the summit of the Rocky Mountains, at Kicking Horse Pass. The Canadian Pacific has finished 975 miles west of Winnipeg, leaving 300 miles to be built to meet the work of 200 miles on the west end from Port Moody to Kamloops, now being constructed by the Canadian Government. This 200 miles will be done before the mountain division work is completed, which latter will require, probably, till the summer of 1886. The Government has given the contractors two years in which to finish their 200 miles and the latter are making their plans accordingly. Last year 376 miles of iron rails were laid on the main line and 24 miles of sidings, of which 123 miles were in the mountains and foothills of the Rockies. The Canadian Pacific Company has contracted for steel rails to come out from England. The work on the east end, north of Lake Superior, has been going on all winter, principally in blasting rock, there being 7,000 men there now. On the western division work will be continued in the spring without interruption until finished and all through next winter, reserving rock blasting for that season. The outlook is so encouraging that by the summer of 1886 this great northern route will be opened for business.

CHRONOLOGY OF EVENTS.

March.

- 1—Tokar captured from Egyptian rebels by the British.... Fire at Portland, Conn.; loss, \$400,000.... Iglesias inaugurated Provisional Governor of Peru.
- 2—Fire at Utica, N. Y.; loss, \$475,000.
- 3—Judge Bunn appointed Governor of Idaho.
- 4—Accident on Northern Pacific, near Missoula; 2 killed and several wounded.
- 6—Opening of the German Reichstag.... Twenty men buried by a cave in a mining shaft, in Sonora, Mexico.
- 7—Much damage caused by a cloud burst at Florence, Arizona.
- 8—Last spike driven in the Mexican Central Railroad, connecting the United States with the City of Mexico.
- 10—Snow slide at Alta, Utah; works of Emma mine destroyed and 12 people killed.... Woodstock, Colo., buried by snow slide; 13 people killed.
- 11—Mexican Reciprocity Treaty ratified by the Senate.
- 12—Southern Immigration Convention met at Nashville.... Cyclone in Alabama, Mississippi and Louisiana.... Bacinh, Anam, captured from the Chinese by the French.
- 13—Egyptian rebels defeated by British under General Graham.... One hundred and fifty miners killed by an explosion in a coal mine at Pochontas, Va. Fitz John Porter bill passed the Senate.
- 15—Post office at Colfax, W. T., destroyed by fire.
- 16—Egyptians under General Gordon defeated by the rebels before Khartoum.
- 19—Earthquake in Newfoundland.
- 20—Train on P., F. W. & C. road wrecked near Salem, O., by explosion of locomotive boiler; 2 killed and many injured.
- 21—Fire in Chehalis, W. T.; loss, \$8,000.
- 23—Severe shock of earthquake in San Francisco.... Fire in Monroe, Or.; loss, \$17,000.... Cyclone in Ohio, Kentucky, South Carolina and Georgia.
- 26—Great damage in Mississippi and Louisiana by flood in Mississippi River.
- 27—Severe storm in Colorado and Missouri—Egyptian rebels defeated by General Graham near Tamasieb Wells.
- 28—Death of Duke of Albany, son of Queen Victoria, at Cannes, France.
- 29—Mob in Cincinnati for two days; much loss of life and property.
- 31—Fire at Ainsworth, W. T.; loss, \$10,000.