

land which is being rapidly settled upon. It rises in benches from the stream and is thinly sprinkled with pine and fir, the altitude being about 1,600 feet above the sea. The soil is rich and deep and general farm products thrive. Many orchards are being planted, though its special adaptability to fruit has yet to be demonstrated. The winters are not severe, though 25 degrees below zero is occasionally experienced. Snow lies on the ground from November till March, completely protecting it from frost. This valley is fifteen miles in length, and lies twenty-five miles west of Ellensburg and 100 east of Seattle. The Snoqualmie wagon road runs through its whole length, also the most desirable of the several routes surveyed across the mountains for the Cascades Division of the Northern Pacific.

Northwesterly from the upper Yakima valley, and sixty miles from Ellensburg, have recently been discovered some promising quartz ledges. But little prospecting has been done, though the assays show the quartz to be rich in gold, silver and copper. Great confidence is felt in the extent and richness of these ledges, and work will be prosecuted upon them vigorously this season. Coal croppings have been discovered over a considerable extent of country lying between the Teanaway and Clellum, but the extent and quality of the deposits have not been ascertained. There are several large mountain lakes on the eastern slope of the Cascades, well stocked with fish. They will soon attract the sportsman, and their beauty will draw in later years those who flee in summer from the heat and bustle of the city to the pure air and grand scenery of the mountains.

The great disadvantage Ellensburg and Kittitas County labor under is the distance from market and a point where many needed things must be procured. The broken surface renders the construction of roads a matter of great expense, and no navigable streams exist within the county. Priest Rapids, on the Columbia, is the nearest shipping point. Machinery and freight have to be hauled 160 miles, and stock is driven the same distance to market, or across the Snoqualmie Pass 120 miles to Seattle. This is the land of plenty for the consumer in the home market. Barns and bins are full, fat cattle, fine horses, sheep and swine are increasing rapidly, and there is no adequate outlet for the surplus. How quickly this will change when a railroad is constructed across the Cascades! Upon this the hopes of the people are centered. It is the one thing needed by that growing region. The citizens of Kittitas and Seattle have combined to build a wagon road across the Cascades from Ellensburg to Seattle, following the Snoqualmie Pass. Considerable work has been done on both ends of the road, and a mail route has already been established. This will be of great benefit to both parties to the project, but can in no considerable degree supply the want of a railroad.

ISABELLA MASTERSON.

"JOHN," said the teacher, "I'm very sorry to have to punish you." "Then don't; I'll let you off this time," responded John.

NOTES OF THE NORTHWEST.

A pleasure steamer will soon be running on Flathead Lake, Montana.

Telegraph communication has been opened between Belknap and the Cœur d'Alene mines.

A new town in the Big Bend country is named "Bracken." It is situated at the northern end of Badger Mountain, and its site is well chosen.

This year Walla Walla appears as a hop producer. Twenty-two acres of vings planted last season on the Yellowhawk, a small stream near that city, are in good bearing condition.

The People's Steam Navigation Company has been incorporated in Victoria with a capital stock of \$100,000. It is proposed to put on a line of steamers between Victoria and the mainland.

The Hoquiam & Chehalis Steam Navigation Company has been incorporated, to navigate the Chehalis River in Washington Territory. A light draft steamer will be constructed at Hoquiam.

Arrangements have been made for erecting a large three story brick block upon the burned district in Tacoma. The building will cost \$100,000, and will be one of the finest on the coast.

The Puget Mill Company, at Port Gamble, is one of the leading institutions of Puget Sound. In 1883 the mill cut 41,000,000 feet of lumber, 8,000,000 laths and 2,000,000 pickets, and loaded 77 vessels.

A grist mill, with one run of stones, is being erected in Centralia, W. T. A planing mill was recently built in the same town. At Chehalis W. M. Urquhart has built a store, 28x68 feet, and two stories high.

An analysis of the iron ore recently discovered at Sooke, British Columbia, shows 57 7-10 per cent. of iron. It is believed that when smelted the ore will yield an average of 85 per cent. The ore is abundant and easily accessible.

A railroad from Port Orford to Coquille River is being considered by parties interested in that portion of the coast of Oregon. When developed there is no doubt that the great resources of that region would give such a road good support.

Preparations are being made to sink a shaft for petroleum near Whatcom, W. T. Oil floating on the surface of springs and streams in that region has been observed for some time, and it is now proposed to see where it comes from.

The sawmill of A. M. Holter & Bro., which was destroyed by fire a few weeks ago, has been rebuilt. It has now a capacity of 10,000 feet of lumber and 30,000 shingles per day. The mill is situated on the Missouri River, not far from the Great Falls.

Three large companies of Eastern capitalists have been incorporated to work the Snake River placers.