

Many claims have been purchased by them, one bringing \$2,700. The new process introduced for saving fine gold, if a practical success, will create a revolution along Snake River.

Messrs. J. K. Gill & Co., Portland, Or., have just issued a revised edition of their "Complete Dictionary of the Chinook Jargon." It is compiled in two forms, English-Chinook and Chinook-English, and is invaluable to one desiring to become familiar with that universal Indian language.

The Seattle Lumber Company has incorporated and purchased the site for a mammoth sawmill on Eagle Harbor, Puget Sound, about eight miles from Seattle. The company has purchased 10,000 acres timber land, paying therefor \$100,000, and as soon as possible will begin operations on a large scale.

By roads which have been constructed recently, access is given to much desirable land in Pillchuck and Stillagamish valleys, in Snohomish County, Washington Territory. Thousands of acres of this land are open to settlement, and claims are being taken rapidly. The land has all to be cleared of timber.

A number of families have recently settled in a valley lying along the boundary line between the counties of Mason and Chehalis, Washington Territory. The soil is rich bottom land, covered with alder, maple and other light timber and brush, and is easily cleared. There is yet sufficient land untaken for 300 claims.

The Helena Mining and Reduction Company's works at Wickes daily produce bullion, amalgam, matte and concentrates, valued at \$6,624, all at a cost of \$1,000 per day. This leaves a margin of \$5,624. The \$624 pay for the shipment of the product East, leaving \$5,000 per day, or \$1,800,000 net profit per year—twelve per cent. on \$15,000,000.

On the last trip of the *Idaho* a sawmill was taken to Alaska. The capacity of the mill will be 10,000 feet per day, and it will probably be set up at Juneau, where it will for a time be principally engaged in cutting lumber for a much larger mill to be soon erected there. This effort to develop the timber resources of Alaska will be watched by lumbermen with considerable interest.

There is quite a movement of miners into the Selkirk Mountains, in British Columbia, this spring, along the projected route of the Canadian Pacific Railway. The majority of these are crossing the mountains from Manitoba and Montana. Gold is found in the Selkirk Range from the north bend of the Columbia as far south as Kootenai River, but is most abundant along the Illecillewaet and its tributaries.

Montana comes to the front with a new mining excitement. Placers have been discovered in the Bear Paw Mountains, some seventy miles north of Glendive. Over this new find hangs the usual musty tradition of lone prospector and Indian massacre. That, however, is immaterial; the tangible present, the exhibition of yellow dust on the streets of Glendive, has set that city in a

fever, which bids fair to spread its infection throughout the whole Territory.

A few years ago G. Davies opened a small book store in Seattle, and by careful attention to business has built up a large trade, while his personal integrity has won him the esteem of all with whom he has come in contact. He is now in the East purchasing goods, and the firm of G. Davies & Co. will remove from their present confined quarters and open a large book and stationery store in the magnificent opera house now being constructed, as soon as the building is completed.

One hundred filings have been made upon the surveyed townships lying north of Flathead Lake, Montana. Owing to its location, in the direct pathway of the warm western winds, the average temperature is much higher and vegetation is much more forward than at points in the Territory lying further to the south. A steamer on the lake and a regular conveyance from there to the railroad now render this region easy of access. There is much valuable land yet open to occupation.

The Astoria and Coast Transportation Company, which was incorporated in February, is constructing a large steamer at Astoria. She will be 128 feet long, 26½ feet beam and 9½ feet depth of hold, and will cost about \$20,000. She will be schooner rigged and have two compound engines. The carrying capacity between decks will be 200 tons, and she will draw 9½ feet when loaded. It is expected to have her completed early in August, when she will be put on the route between Astoria and Gray's Harbor.

Port Townsend, the port of entry for Puget Sound, lies at the entrance to that magnificent body of water. It is increasing steadily in population and business, and has a number of important manufacturing industries in or tributary to it. Charles Eisenbeis is erecting a fine stone business house and building a \$30,000 sawmill near the city. J. J. Hunt is building a large three story addition to his hotel. It is among the possibilities that Port Townsend will become the terminus of some of our future transcontinental railroads.

It has been announced by the officers of the Southern Oregon Improvement Company that they will construct twenty-five miles of the proposed road from Coos Bay to Roseburg this season. This will take the road from Coos Bay to the Coquille River, tapping the immense timber forests of that region. Machinery for a sawmill, to cut 100,000 feet per day, has been ordered. Two steamers have been purchased in the East, at a cost of about \$200,000, which are now on their way to San Francisco. They will be placed on the route between that city and Coos Bay.

The coal deposits lying along the proposed route of the contemplated road from Helena to Fort Benton, in Montana, are both extensive in quantity and valuable in quality. Several promising mines were opened in the Sand Coulee region the past winter. The Great Falls Coal Company has been incorporated by capitalists of