

Fort Benton and Sun River to work the Deep Creek mines in Meagher County. The mines are situated near the mouth of Deep Creek, or Smith River, and not far from the site of the future city at the Great Falls of the Missouri. As an aid to building up a manufacturing city at the falls these extensive coal deposits will be invaluable.

An enterprise of great importance to the City of Olympia has been announced. The discovery of vast beds of a superior quality of coal in Hannaford Valley, Washington Territory, has led to the formation of the Eliot Coal Mining Company, for the purpose of developing the mines. A narrow gauge road leading from them a distance of ten miles, to connect with the O. & C. V. road at Tenino, has been surveyed and will be constructed the coming summer. It is the purpose to make Olympia the shipping point, and to that end coal bunkers will be built there and the harbor facilities greatly improved. When this is accomplished other industries will naturally spring up at Olympia.

In the shipyard of Hall Brothers, at Port Blakeley, a large passenger and freight steamer is being constructed for Foster & Co., of Honolulu. She is 167 feet long, 30 feet beam, 13 feet deep and 650 tons capacity, and is the largest steamer built on Puget Sound. She will be lighted by electricity and will possess all the modern improvements for comfort and safety. She will have twenty staterooms, with accommodations for 100 cabin passengers and 250 in the steerage. It is expected to launch the vessel in July, when she will be taken to San Francisco to receive her machinery and inside fittings. The hull is of wood, copper fastened, and the complete vessel will cost \$75,000. During the past ten years Hall Brothers have built forty-four vessels.

There are unmistakable signs of increasing prosperity visible in Victoria. New houses are going up in such numbers as to render the city's progress quite noticeable. Confidence in the great future before the city is strong among her citizens. She will soon become the terminus of the Island Railway, by which the celebrated coal of Vancouver Island will be brought to the city for shipment and for the use of the many steamers that will seek her harbor. She will probably become the actual seaport terminus of the great Canadian Pacific and enjoy the advantages of the immense commerce which will inevitably enter the harbor of that company. With her beautiful location and superb climate, her business thrift and enterprise, her great resources and commanding location, Victoria must ever remain the metropolis of British Columbia.

Very few people who build a house in which they propose to live, and which, in consequence, they desire to have as perfect and convenient as possible, are aware of the fund of information to be gleaned from an able architectural journal. From the columns of such a paper they will learn much of which they were previously ignorant and of which their architect has neglected or forgotten to inform them—ideas that can easily be incorporated

in their plans. Even after the house is built there are many things which tend to the health or convenience of the household which can be learned in this way. It is a paper such as every house owner should possess. One of the best conducted of this class of journals is the *California Architect and Building News*, published at San Francisco, at \$2 per annum. The value of such a paper to architects and contractors is too well appreciated to require comment.

The Port Blakeley Mill Company employs 450 men, chiefly in the logging camps, 200 head of work oxen and twenty mules. One of these camps puts 40,000 feet of logs in the water daily. The company loaded just 100 vessels in 1883, with cargoes aggregating 49,189,785 feet of lumber. Twenty-eight vessels were loaded during the first four months of the current year. There were shipped, also, 4,423 piles, 622 spars, 700,368,000 laths, 98,254 pickets and 200,700,000 shingles. The daily capacity of the mill is 275,000 feet. The largest day's work was 283,000 feet in a run of eleven and one-half hours. The company owns two steamers and six sailing vessels, and has a large store, with a stock of goods worth \$25,000. A vessel is now being loaded with 250 spars for New York City. This is a good showing for a single firm of the many engaged in lumbering on Puget Sound. Such an industry would be considered a great one anywhere in the world.

War has again been declared by the fishermen of the Coquille River against the swarm of sea lions which infest the mouth of that stream and prey upon the salmon. A large proportion of the fish received by the cannery men bear the marks of having barely escaped the maws of these ravenous pests, and this suggests the enormous quantity which must be consumed by them, since they are the most expert of fishers. Last year many sea lions were killed, but there seems to be no diminution in their numbers. It is now proposed to slaughter them in a systematic manner—male and female, old and young. It is hoped that the destruction of a thousand of them will have the effect of causing the survivors to seek for more tranquil and pleasant fishing grounds. If they are not successful in driving away this amphibious opponent the fishermen have great fears that the salmon will seek some stream where they are less liable to persecution, and thus ruin the fishing industry on the Coquille.

THE Pike's Peak Railway, which will be in operation next year, will be the most notable piece of track in the world. It will mount 2,000 feet higher than the Lima & Oroya Railway, in Peru. It is now in operation to a point over 12,000 feet above the sea level. The entire thirty miles of its length will be a succession of complicated curves and grades, with no piece of straight track longer than 300 feet. The maximum grade will be 316 feet to the mile, and the average grade 270 feet. The line will abound in curves from 500 to 1,000 feet long, in which the radius changes every chain.