

NOTES OF THE NORTHWEST.

A trim little steamer, the *City of Albany*, has been constructed to ply on the waters of the Upper Willamette, between Albany and Corvallis. She has a passenger capacity of forty persons.

During a run of eight and one-half hours, on Good Friday, the mill at Seabeck, W. T., cut 118,000 feet of lumber, equivalent to 160,000 for a full day's work. There were thirty-two men employed, who exerted themselves to test the actual capacity of the mill.

The Southern Oregon Improvement Company has just added another to the list of great saw mills by constructing a mill of 150,000 feet daily capacity at Empire City. The magnificent timber of Coos Bay and Coquille River, especially the celebrated cedar, will make that region the scene of great lumbering enterprises for many years to come. The new mill will do much work for its proprietors in sawing timber for their proposed road from Coos Bay to Roseburg.

The two stock associations of Montana recently met in joint convention at Miles City and united in organizing the Montana Stock Growers' Association. Some 150 prominent representatives of the industry participated in the convention, which was harmonious and enthusiastic. Much good must result to the stock interests of Montana from this united action, especially in the adjustment of conflicting interests and the inauguration of measures for the common good.

The Cascade Coal & Lumber Railroad Company has been organized by citizens of Goldendale, W. T., with the object of constructing a narrow gauge road from the Columbia at the mouth of White Salmon River, following up that stream, crossing the mountains westward through the Klickitat Pass and following down Lewis River to the Columbia again. The route traverses well known timber and coal regions. The principal office is located at Goldendale.

A thirty-stamp mill is being erected on the Big Camas ledge in the Wood River country. Ten stamps will soon be received from Denver and be set up in a few weeks. By means of the Oregon Short Line the mining regions of Southern Idaho and Eastern Oregon are now able to import heavy machinery quickly and cheaply. Mines can now be worked which formerly were compelled to lie undeveloped. Ore may also be shipped to a distance for reduction to much better advantage than formerly.

A very large and but partially explored cave exists in Josephine County, Oregon, on the headwaters of Williams Creek, twenty miles south of Grant's Pass. As far as this cavern has been entered, only some 500 feet, sufficient subterranean wonders have been discovered to indicate the existence of a very large and interesting cave, whose beauties and novelties will attract many visitors. The ground about the entrance has been located by an enterprising gentleman, who proposes to render it accessible and attractive to tourists and curiosity seekers generally.

A canal is projected in the Goose Lake region, lying on the Oregon and California boundary line, which is to serve the double purpose of irrigation and drainage. It is proposed to cut a ditch, ten feet deep and ten wide, leading from the lower end of the lake, a distance of three miles, to Pit River. This will lower the surface of the lake sufficiently to drain some 60,000 acres of valuable swamp land along the upper and lower ends. Farther down the channel of Pit River the water will again be diverted into ditches and used for irrigating a large area of valuable land in Modoc County.

A railroad running from the Central Pacific at or near Kelton, Utah, north to the Wood River country, is being discussed by the people of Salt Lake City and Wood River. The proposed line would cross Snake River near Shoshone Falls, thus rendering that great natural wonder easily accessible from either the Central Pacific or Oregon Short Line. The falls are owned by a syndicate of three men, who propose to erect a \$50,000 hotel near the lower, or large, fall, on the high bluff above the stream, commanding a splendid view both up and down the river. The building and falls will be lighted by electricity, generated by the power running to waste in the falls themselves.

Work has been stopped on the branch line from Caldwell to Boise City. The citizens of Boise presented the Union Pacific with title to the right of way as an inducement to give them connection with the Oregon Short Line. After having graded about two-thirds of the twenty miles, the company has decided that the state of its finances will not justify a completion of the work, and President Adams has so notified the citizens of Boise. He offers to return them the title deeds to the right of way, present them with the roadbed already graded, and afford them complete junction facilities at Caldwell, if they will complete the line themselves. It is more than probable that they will avail themselves of the offer, as they are too intelligent and enterprising to permit their city to be deprived of railroad facilities.

A number of parties owning land on Camas Prairie, between Boise City and Wood River, have combined to cultivate a field of 300 acres without irrigation. If they succeed in raising a crop it will settle forever the question of irrigation on the prairie. Heretofore the experiments have been on so limited a scale as to be of comparatively no value for practical purposes, and to this day the settlers there are about evenly divided on the question of irrigation or no irrigation. Some of the persons referred to have some fall barley, oats and wheat in, besides several acres of walnuts, none of which have been irrigated, but all are in a very thriving condition and promise an abundant yield. If the spring-sown ground turns out equally well—all things considered—it will be accepted as proof that irrigation is not necessary.

The movement of settlers from portions of Oregon and California to Harney Valley has become quite noticeable this spring. Already many new locations have been made, and the prospects are that the valley will have a material increase in population before the season is over. This great vacant tract, as well as many other valleys of Grant County, was described in the February number of THE WEST SHORE, and the attention of thousands were directed to it who had never before given it a thought. There are vast areas of Government land in that region. The disadvantage it now labors under is its remoteness from routes of travel and transportation; but one of the natural railroad routes of Oregon lies through Harney Valley, and there are several good reasons for predicting the construction of a railroad through it before many years.

A railroad from Southern to Northern Montana on one of several practicable routes will, no doubt, soon be constructed. The stock, sheep, mining and agricultural interests have become too important to be much longer neglected by transportation companies. Several projects have been discussed, and in some instances companies have been organized, but no actual work has been commenced. Various routes, with as many different initial points on the line of the Northern Pacific, are advocated, all leading in one general direction—to Fort Benton,