

NOTES OF THE NORTHWEST.

Indications point to quite active building operations in Spokane Falls during the summer. A large Catholic church, a brick block and a large flouring mill are among the contemplated improvements.

A good wagon road will soon be completed from Billings, Montana, to Cooke City. The enterprising citizens of Billings are determined to profit as much as possible from the rapidly developing mining region of Clarke's Fork.

A large saw mill will soon be erected at Bandon, on the Coquille River. Any vessel that can enter the river can sail up to the mill wharf without danger of grounding. Abundance of the best fir and the celebrated white, or "Port Orford," cedar lies within easy reach.

Blaine, the young town of Whatcom County, W. T., on Semiahmoo Bay, will soon have a saw mill and sash, door and furniture factory. The extreme northern end of Whatcom County is developing rapidly, and Blaine gives promise of becoming an important business point.

The citizens of Vancouver seem to be in earnest in the matter of building a railroad to Lewis River. The \$50,000 necessary for inauguration of the work have been subscribed, and it appears as though the Vancouver and Yakima railroad will soon be an accomplished fact, so far as a line to the great timber belt on Lewis River is concerned.

The Gray's Harbor and Shoalwater Bay region is progressing steadily. At Aberdeen Captain Weatherwax is erecting a large saw mill, 44x180 feet, a machine shop, 50x100 feet, and a shop for iron-working machinery, 25x42 feet. The wharf, piling and foundation cost \$10,000. Improvements are also being made in other localities of that region.

Quite extensive cranberry marshes will soon be planted on the marsh lands surrounding Coos Bay. One field of ninety-five acres is now being prepared. The adaptability of the marshes along the coast of Oregon and Washington for the cultivation of the cranberry has been fully demonstrated, and the industry has passed beyond the stage of experiment.

Mining at Emigrant Gulch, Montana, promises well the present season. The large quantity of snow in the mountains assures the miners of plenty of water, and hydraulic operations will be carried on extensively, also drifting. Several quartz ledges give bonanza indications, and altogether this appears to be one of the most prosperous districts in the Territory.

J. J. Hill, the railroad magnate, and Colonel Broadwater have bonded six claims on Red Mountain, Montana, all of which are promising properties and have been developed to some extent by shafts and tunnels. They have also bonded five mines in the Neihart district, Meagher County. They have a force of men at work in both places, and it is the general opinion that the mines will be purchased before the bond expires.

The telegraph line under construction from Harrington, W. T., to the Northern Pacific is the cause of much rejoicing among the people of that region. The raising of the first pole at Harrington was celebrated with much enthusiasm, cannons, decorations, parades, music and speaking being the forms by which it was expressed. That region is one offering many inducements to immigrants, and the citizens are determined to make their presence felt.

The College of Montana, located at Deer Lodge, is

being much enlarged by the erection of a new brick and stone building, 33x44 feet, containing three stories and a basement, which will cost about \$25,000. The building now in use is 55x25, with a wing 30x25. When the new structure is completed the College of Montana will be the largest institution of learning in the Pacific Northwest. It now has seventy pupils of both sexes, and has three complete courses—classical, scientific and normal.

The Stetson & Post Mill Company of Seattle, whose fine mill was recently destroyed by fire, will at once commence the erection of a first class saw mill of large dimensions, which will be rendered as nearly fireproof as possible. It will have a roof of corrugated iron, and will be further protected by five fire plugs connecting with the mains of the Spring Hill Water Company, besides which water pipes will be run through the mill by means of which the whole structure can be drenched in two minutes. The mill will probably be running before September.

Fort Benton expects the construction at no distant day of a narrow gauge road to that city from Medicine Hat, on the Canadian Pacific. A company now building such a line from Medicine Hat to the coal fields of McLeod are investigating the question of an extension to Fort Benton. As the whole line would be but 155 miles in length, and would run across a comparatively level prairie country, there seems to be no obstacle which would offset the benefits to be derived from tapping the immense cattle, sheep and mineral region tributary to Fort Benton.

There has been a little excitement in portions of Western Oregon the past spring over the discovery of quartz ledges in the Coast Range, first near Tillamook Bay and later twelve miles west of North Yamhill. The latter promise to become the most valuable, though as yet, of course, no better test of the quality of ore found has been made than that of several assays, which show ore ranging from \$50 to \$200 per ton. In quantity the ore seems inexhaustible, but its quality must receive more satisfactory testing before the mines can hope to rank with those of older and well known districts.

Six miles above the mouth of the Grande Ronde, and half a mile west of Snake River, has been discovered a silver-bearing vein eighteen inches in width, which has been traced 1,200 feet on the surface. Specimens taken from a depth of four feet yielded an assay at Denver of \$925 to the ton. The ledge lies just within the limits of Washington Territory, and was discovered by citizens of Dayton. Quite a number of prospectors have since gone into that region, which is easily accessible by trail, and may be approached within a distance of six miles by steamers on Snake River. Developments will be watched with considerable interest.

The Port Blakely Mill Company has advertised for bids on grading three miles of railroad running west from Little Skookum. The company owns a great deal of timber land in that section, from which it now proposes to get some good. The three miles of road to be built this year will pierce a portion of this land, and the first equipment put upon the road will be for the purpose of fitting it for log hauling. Extensions will be made quite rapidly in the direction of Chehalis River and Gray's Harbor until a suitable point is reached for a terminus on tidewater. As soon as practicable, freight and passenger accommodations will be provided, and the road will develop into a first class one in every respect.

Vancouver has an industry of much importance in a country where the cost of transporting such heavy building material as stone is so great as it is on the Pacific