

Coast. This is the manufacture of artificial stone. Portland cement and an extra fine quality of sand procured some distance up the Sandy are the ingredients. The product is strong and durable, and may be readily fashioned in any desirable shape for ornamental purposes. It has supplied stone facings for several buildings, and the handsome Masonic temple now being erected in that city is using facings, cornices, etc., of this material. Such industries are of double value to the community—giving employment to labor and lessening the cost of construction of our large buildings.

The latest addition to frontier railroad towns is Farwell, B. C. It lies on the Columbia River at the point where that stream is to be crossed by the Canadian Pacific. It already has a permanent population of some three hundred, chiefly from the East, among whom are many ladies of refinement. As is usually the case, the rowdy element is quite prominent, but the friends of law and order are sufficiently strong to keep it under control. Improvement in this respect will be rapid as the town becomes older. The steamer *Koolenai* makes semi-weekly trips from Farwell to Little Dalles, W. T., taking in all the supplies used by the town and the railroad, amounting to 400 tons per week. A substantial bridge is being constructed across the Columbia at that point.

To the south of Prosser Falls, Yakima County, W. T., lies a broad, rolling, bunch grass region locally known as "Horse Heaven." It has been for years a noted stock region, but has had the reputation of being "too dry" for an agricultural country. Since it has been discovered that the greater portion of Columbia River lands which have been similarly classed are good wheat lands, many claims have been taken in Horse Heaven. The present season has been such as to furnish a reliable test, since the long dry spell which threatened ruin to crops in older grain districts did not seem to affect the growing wheat in that region as injuriously as elsewhere. Both Government and railroad lands may be had in Horse Heaven, and immigrants looking for open prairie wheat land will find it there.

The solid citizens of Seattle have organized a company known as the "Seattle, Lake Shore & Eastern Railway Company," with a capital stock of \$50,000,000, for the purpose of building a railroad and telegraph line from that city to Eastern Washington. The initial point is Smith's Cove, just north of the city proper, where work has already been commenced, from which the road will be built to Union Bay, on Lake Washington, and thence to Squak Valley, which point, it is believed, will be reached within a year. A country rich in timber, coal, iron and agricultural resources will be tapped by that portion of the line, from which a profitable traffic may at once be obtained. From Squak Valley the proposed route is through the Snoqualmie Pass; thence to the most feasible crossing of the Columbia; thence by one line to Walla Walla and by another to Spokane Falls.

As an example of enterprise may be mentioned the feat recently accomplished by Superintendent Havens, of the Idahoan Mine, and Mr. Williams, of the Haley Iron Works. Immediately upon assuming charge of the mine Mr. Havens ordered complete pumping and hoisting machinery from Mr. Williams. The latter ordered the boiler and pumping rig from Denver and the column and pump from Chicago by telegraph, to come by fast freight. They were shipped the same day. Nine days later they had arrived, been set up at the mine, and the tooting of the steam whistle announced their readiness for business. A large force has been put to work, and it is expected that within sixty days 150 men will be employed at the

Idahoan. It is only about a year since the Wood River country received facilities which enable the miners to import machinery at railroad speed. It contrasts favorably with the slow, tedious, vexatious and expensive teaming of former days.

Several new machines will be tested this summer on the beach sands at Yaquina Bay and other points where it is well known that fine gold dust abounds in the heavy sand. A number of machines for separating the gold and sand have been invented, but none have yet proved a perfect success. When such a machine is constructed, the "golden sands of the Pacific" will be something more than a name. At Coos Bay a simple machine, whose cost of construction is only \$25, is reported to be taking \$23 per ton from sand that by former methods yielded only \$1.50 per ton. Its essential features are a copper cylinder containing quicksilver and chemicals. The sand is passed through this, the chemicals serving to remove rust from the gold and render it susceptible to amalgamation with the quicksilver. The machine is not patented, but the owners will not disclose the nature of the cleaning compound used.

There are now many prospectors in the hills and mountains around Helena. Quite a number have struck good prospects and are now taking out good ores. These dull times would send hundreds more to the foothills if they could sell the quartz taken out to defray expenses. If we had good sampling or reduction works, where miners could sell the quartz they take out, these dull times might be made to do more for the permanent prosperity of Helena than any flush times we have ever seen. There is not a particle of doubt that such works as would furnish a certain market for all good ores would cause a vast amount of prospecting for new discoveries, and the reopening of many abandoned claims, and the proving up and developing of hundreds now lying idle but believed to be very valuable. And besides, many thousand tons of good quartz now lying on the dumps all through our mountains would be worked, and would furnish the means to pay for further developments.—*Independent*.

This is the way the *Husbandman* states a well known fact, and if Oregon, Washington and Idaho had been included with Montana, the statement would have contained as much truth and covered a wider field: "The *Texas Stockman* wishes to know what makes a yearling steer worth \$10 more in Montana than in Texas. The explanation is very simple. The yearling is worth more. There is something about Montana climate, Montana feed and Montana water that makes the yearlings look so beautiful in the eyes of the stockmen that they fairly yearn to possess the beauties. Even the gaunt, hungry-looking Texans, under the genial influence of Montana climate and feed, get fat even to the tips of their horns, and put on a contented look never seen in the Lone Star State under the most favorable conditions. And besides, Montana ranges are not so crowded that the cattle have to 'flip up' to see which shall look on while the others eat."

Port Hammond, B. C., the farthest point west where the Canadian Pacific touches Fraser River, promises to become quite an important town. It is there boats and trains connect. Passengers arrive by train from both directions, and by boat three times weekly from Victoria and way ports. The hotels are building additions to increase their accommodations to meet the demand of the increasing travel. Much work will be done this summer on the town site and the streets will be much improved in condition. The huge water tank and the pumping works by which it will be filled from the river