

hills south of Port Angeles. He explored the country spoken of for about forty miles in length, parallel with the Straits of Fuca, and reports that he found good range for thousands of stock. On the lower levels a kind of blue grass grows rank and tall, and on the elevations this is varied by patches of genuine bunch grass. The probabilities are that exploration of this region will lead to its occupation by stockmen ere long.

The Montana Belle group of mines, in the Neihart District, Montana, and which were bonded last spring for \$250,000 by a number of capitalists headed by Colonel Broadwater, has passed under the control of those parties by the purchase of a number of interests. Operations will probably be at once resumed on that group. Other mines in the district, such as the Black Chief and Mountain Chief, are showing rich bodies of ore in the levels. Since this sale was made the best of good feeling has prevailed among claim-owners in that district, who have confidence that capital will soon be attracted by the evident richness of the ledges. A few good mines are a powerful factor in inducing investment in other ledges in the same vicinity, by inspiring confidence in the general character of the veins.

Two miles above Grant's, on the O. R. & N. Co.'s line, a town called Wallace is rapidly springing into importance as a shipping point. A warehouse, 180 feet long, and several other buildings are being erected. A number of men have gone there to open business, believing it a good trading point. Wallace is situated at the mouth of a canyon which penetrates the Grass Valley section between the Des Chutes and John Day rivers, and furnishes the only outlet to the railroad. This is one of the choicest farming sections of Wasco county, and the yield of grain this season has been very large. Already more than fifty carloads have been forwarded and twice that quantity is awaiting shipment. The town site occupies a grassy plain, sheltered from blowing sand and well supplied with good water. The town seems to spring into being because it is needed, and not as the work of corner lot speculators.

Near Fossil, a station on the Oregon Short Line, 895 miles from Portland, many curious fossils are found on a mountain 8,000 feet above the level of the sea. A crocodile, twelve feet in length and complete in every detail from feet to eyes, was recently discovered, and has been sold to a St. Louis museum for the trifling sum of \$110. Many varieties of fish in a perfect state of preservation are taken from this great bed of fossils, and are sold as curiosities to travelers at from seventy-five cents to \$3 each, according to their beauty as specimens. Even unscientific people who cannot be made to believe that the Rocky Mountains were once at the bottom of the sea, and for ages formed the western shore of the Pacific Ocean, will hardly dare assert that this lonely crocodile and those once frisky fish traveled nearly a thousand miles inland, climbed that mountain and lay down to be turned into stone. Even a hooked-nose salmon couldn't do it.

The shipment of fresh fish and fruit to the East has already reached considerable proportions under the influence of the reduced rates given by railroad and express companies. For the season of 1885, which closed August 31, 604,005 pounds of salmon were sent East by express. Up to the present time 800 tons of pears, plums, prunes and apples have been forwarded, while great quantities of apples will continue to be sent until late in the season. These have all gone to new markets opened to this region, and the business constitutes a new industry and an entirely new source of income to our people. To what proportions it may be developed depends both upon how

the railroad companies conduct themselves toward it and upon the action of our orchardists and shippers. Fruit must be sent to market in just the condition and form desired both by dealers and consumers or the business cannot be rendered profitable. The same is true of dairying or manufacturing of any kind whatever in the State.

There is great activity being shown in the placer mines along Snake River, Idaho, especially between the upper and lower Salmon Falls. About one hundred men are now at work on the bar, more than half of whom are in the employ of a wealthy New York company. This company has about two miles of ditch and flume, carrying 3,000 inches of water, and is working three machines, which yield from \$15 to \$60 per day each. If these machines demonstrate their practical value, the company will run six or more of them next season. Other claims are being put in shape, and it is believed that next year fully 300 men will be employed. The trouble has been a lack of some machine capable of saving a large percentage of the fine flour gold, which is badly mixed with sand, without the process being too expensive. It is believed that the machine now in use answers all the requirements. If such is the case, the Snake River placers must in time furnish employment for thousands of men, as they stretch for hundreds of miles along the course of that great stream.

The extraction of gold from the sands of the ocean beach on the Oregon coast, has been carried on for quite a number of years, but the natural difficulties in the way have prevented the business from becoming very profitable. The sand is so heavy and the gold so light that it has heretofore been impossible to save a very large per cent. Numerous machines have been patented, but none of them seem to have been completely successful. In the black sand mines near Randolph, on Coquille River, a new process has been introduced, by which it is claimed that fully 90 per cent. of the gold can be saved. The body of black sand is almost unlimited, as it is found nearly everywhere on the ancient beach, which extends inland along the Coquille about two miles and has been traced north and south a considerable distance. If the new process should prove entirely successful, lively times may be looked for in the black sand mines. Mining on the ocean beach is carried on at a number of other points, such as Coos Bay, Yaquina Bay and Gray's Harbor. A completely successful process will be hailed with joy all along the coast.

The mining excitement still continues on McCulloch Creek, in the Big Bend of the Columbia, in British Columbia, where ledges were discovered not far from the line of the Canadian Pacific. The mines are reached by a trail of fifty miles in length, constructed by the Provincial Government from the town of Farwell. There are both quartz and placer claims, but capital is required to work either kind successfully. Several companies with a sufficient amount of capital have undertaken the development of locations there, and it will not be long before something definite will be known of their practical value. When the railroad is completed Farwell will have to look almost solely to these mines for support, unless new developments are made elsewhere in that region, which, as it is a general mineral bearing country, is not improbable. On Similkameen Creek, near the southern boundary of the Province, there is considerable excitement over rich placer diggings. All the ground on the creek for two and one-half miles has been located, and companies at work are taking out from \$10 to \$40 per day to the hand. There is much prospecting in that region for new ground.