

on an equal footing with Tacoma as regards railroad connection with the East. Bellingham bay has railroad schemes of various kinds now lying dormant, and the construction of a road down Chehalis valley to Gray's harbor is a definitely outlined project which will be realized in due time. Two railroad companies have been organized in Clarke county, to build lines from the Columbia river into the timber and agricultural region back from the stream, with eventual extension across the mountains to the Northern Pacific at Yakima. One of these has its proposed initial point at Vancouver, and the other at LaCamas. A road fifteen miles long, from Rathdrum, on the Northern Pacific, to Lake Coeur d'Alene is projected by parties with ample capital to construct it. Some of these projects are, of course, a little in advance of the actual needs of the country, while others are for lines of transportation which are not only justified but required by the progress already made.

NOTES OF THE NORTHWEST

When the bill for the Eads ship railway was before the house, Representative Hermann seized the opportunity to bring the needs of the Columbia river before congress in a striking manner. He offered an amendment that an appropriation be made for the purpose of constructing a ship railway around the Dalles, to open navigation on the Upper Columbia. There is little hope of securing it, but the attention of congress and the people generally was drawn more forcibly to this region by this means than could have been done by forty long speeches, with the usual authority "to print" added.

A handsome illustrated catalogue of sixteen pages has been issued by S. Harris & Co., proprietors of the Oregon Trunk Factory. It contains thirty cuts of trunks, valises, bags, etc., and has a neat cover upon which are engravings of the factory and the medal awarded by the Mechanics' Fair Association in 1885. The work was executed by THE WEST SHORE LITHOGRAPHING AND ENGRAVING CO., of Portland, and is of superior quality in every respect. The catalogue is a complete description of the large and varied stock on sale in their ware rooms, No. 40 First street, in this city.

Ogilvie's Handy Book of Useful Information is a volume of one hundred and twenty-eight closely printed pages of information on a great variety of subjects. Unlike many such publications its space is not taken up by statistical tables, but is devoted to useful information, such as mechanical tables, geographical, biographical and mythological dictionaries, vocabularies, abbreviations, medical information and facts on a multitude of subjects. It is a most useful little volume. Published by J. S. Ogilvie, 31 Rose street, New York, P. O. box 2767, and sent by mail post paid on receipt of twenty-five cents for flexible cover, or fifty cents for cloth.

The new company which has been organized to furnish accommodations to tourists in the National Park of the Yellowstone, is erecting five hotels at various points of interest. One to accommodate three hundred guests will be located at mammoth hot springs, others in the grand canyon, geyser basins, etc. By the first of July, at the latest, tourists through the park will find suitable accommodations everywhere. The Northern Pacific has arranged a schedule of rates for tourists, who will be supplied with proper transportation from the end of the track to all points of interest. By these arrangements, a round trip of the park can be made quickly and comfortably, and the many annoyances of former years avoided. Every traveler on the Northern Pacific from June to September who fails to stop off at Livingston and visit the National Park, is denying himself a pleasure greater than he can possibly realize.

Some months ago, owing to objection by connecting lines at St. Paul and Omaha, the Pacific roads notified shippers that no more sheep would be taken in double-deck cars. The rates are such that sheep can not be profitably shipped to Chicago without dividing the car into an upper and lower deck, permitting twice as many animals to be loaded as can be put in an ordinary car. The Northern Pacific understood the situation, and insisted upon the double-deck system for its patrons, and to insure it and remove the principal objection of the Chicago roads, has purchased a number of the new Hicks swinging decks. This is a device by means of which a stock car may, in ten minutes, be converted into a double-decker, by letting down from the ceiling two halves of a deck, which are supported by iron rods from the floor of the car. When not in use they are quickly drawn up and fastened, and the car becomes again suitable for ordinary use. The Northern Pacific seems determined to do all in its power to aid our stockmen in reaching market as quickly and cheaply as possible.

The movement for the creation of the state of Washington, to comprise all of the present territory and that portion of Idaho lying north of the Salmon river divide, has so far progressed in congress as to receive the endorsement of the senate to the extent of the passage of a bill of admission. That the house will refuse to pass the bill for political reasons is a foregone conclusion; and it is a sad commentary on our political system, that even in the national matter of making new states, members of the great sisterhood which shall continue long after the parties and political issues of today shall have become but a memory, our legislators can not drag themselves out of the mire of party bickerings far enough to admit to the union a territory in every way capable of becoming a wealthy and influential state. One thing, however, has been gained. Washington has been prominently brought before the people, her resources and progress held up to view, and an interest created which must result beneficially in stimulating immigration, and the investment of capital in the promotion of her industries.