

active construction work will be begun, and in the months following the line will be pushed far into Eastern Oregon. In 1888, if all goes well, the intention is to take this railway into Boise City. Of the five hundred miles from Yaquina bay across the fertile interior of Oregon, to Boise City, about one hundred and eight miles is already built. The survey has been completed the entire distance, and grading has been done, in all amounting to nearly three hundred miles. Most of the route will range between three and four thousand feet in altitude. On this great table land the work is easy, and the line will pass through many fertile valleys and a great grazing country. The crossings of the Deschutes and Malheur rivers, in Eastern Oregon have already been secured.

CALIFORNIA'S EXPORTS.—The totals of California's leading exports may be given as follows: Wheat and flour, \$18,185,821.00; wool, \$5,000,000.00; sugar, \$4,460,652.00; canned goods, \$3,535,048.00; green fruit, \$2,880,113.00; wine, \$2,632,815.00; salmon, \$1,918,738.00; dried fruit, \$1,823,450.00; raisins, \$1,187,337.00; coffee, \$1,106,487.00; whalebone, \$1,000,000.00; quicksilver, \$867,533.00; beans, \$731,283.00; ginseng, \$715,412.00; iron and steel manufactures, \$638,636.00; leather, \$700,477.00; machinery, \$650,000.00; hides, \$580,976.00; brandy, \$559,691.00; syrup, \$523,273.00; barley, \$516,100.00; lumber, \$425,000.00; cotton goods, \$384,920.00; fish, \$243,475.00; hops, \$220,340.00; oils, \$279,944.00; cigars, \$250,496.00; blankets, \$250,000.00. The articles here noted make, altogether, close on \$52,000,000.00. With other articles over \$100,000.00 in value, the total would be swollen to \$54,000,000.00. Adding \$5,000,000.00 of various articles by sea, and \$2,000,000.00 by rail, we make a total of \$61,000,000.00 as the value of California's exports by sea and land in 1887.—*San Francisco Journal of Commerce.*

ARIZONA TERRITORY.—Arizona, the extreme southwestern territory of the United States, now has a population of about ninety thousand, spread over an area of one hundred and thirteen thousand nine hundred and sixteen square miles, having doubled its population within the last nine years. It is now traversed by one thousand and fifty miles of railway, of which seven hundred and seventy-five are parts of the transcontinental trunk lines that cross the territory, the rest being branch lines of those two roads, connecting them on the one hand with Prescott, and on the other with Phoenix. In the East, Arizona is regarded as chiefly a waste region, and that its chief resources are subterranean. In simple fact, there are officially reported to be two million acres of arable and most fertile land in the valleys of the Colorado, Salt and Gila rivers, easily irrigable, while elsewhere in the territory equally large tracts are to be found, that only need the vivifying effects of water to be made fruitful in the highest degree, and from beneath which the requisite water may, and will, be brought in due season.

ALASKA.—Governor Swineford, of Alaska, has made a report, showing the Alaska Fur Seal Company in an unenviable light. He says it is a concern that has grown enormously rich from its monopoly, and has grown arrogant and tyrannical. At the time the contract was awarded, the government did not comprehend the magnitude of the fur seal business, nor did the people have any idea of the importance and value of this traffic. The contract will soon expire. It is recommended that even at this late day, some steps be taken to remedy the abuses which are practised under the contract. Alaska is growing into notice and importance every year. It is proving, as California proved, a veritable mine of incalculable wealth to the

United States. The country as it is now, undeveloped, is famous for its mineral affluence. The waters of Alaska are destined to become as noted for their fisheries as the waters of Newfoundland and the Atlantic of the Northeast. All that is required is settlement, upon which new discoveries will follow.

CONVINCING FACTS ABOUT TACOMA.—Samuel Wilkeson, secretary of the Northern Pacific Railroad Company, in speaking of Tacoma, says: Whoever visits the City of Tacoma, sees the business activity, its bustling manufactures, its business and residence buildings going up by the score, views its extensive harbor filled with shipping craft, from the small sound steamer to the great three-masters and immense ocean steamers, studies the resources of the surrounding country, and considers its position as a railroad terminus and on the direct route of the Asiatic trade, and, having done this, is not convinced that within a few years a great manufacturing and commercial city will spring up, will live to wonder at his stupidity and blindness. Men of keen judgment and great business experience have testified to their faith in Tacoma, by large investments in real estate, and by founding there extensive business and manufacturing enterprises. Such facts as these are, in themselves, convincing.

AN AGRICULTURAL EXPERIMENT STATION FOR OREGON.—Gov. Penoyer has addressed the secretary of the treasury, giving assent, as far as Oregon is concerned, in regard to the grant of money made in what is known as the "Hatch bill," it being an act passed by the last session of congress to establish agricultural experiment stations in connection with agricultural colleges in the several states, and providing a sum of \$15,000.00 per annum for each state for that purpose. He further designated the board of regents of the Agricultural College of the State of Oregon as the proper board to which the fund should be paid. This board, by law, consists of the state board of education, master of the state grange, and nine others, appointed by Governor Moody. Under the law, \$7,500.00 was available to each of the states the first of last January, but owing to the non-acceptance, as yet, of the college building at Corvallis, it is feared that only \$3,000.00 will become available to Oregon for this year.

A NARROW GAUGE RAILWAY.—D. L. Bliss, vice president of the Carson & Colorado Railroad Company, is quoted as saying that as soon as the Nevada & California narrow gauge shall have extended its line well into California, the Carson & Colorado will build an extension from Mound House to Reno, connecting the two lines. The California & Nevada is pushing northward through Lassen county, and it is intended to extend it to the Oregon line. The connection of the two narrow gauge roads would stimulate the project for the extension of the Carson & Colorado from its present terminus, at Owens' lake, in Inyo county, to Los Angeles. This would give an unbroken line of railroad from the Oregon line to the city of Angels, a portion of which would lie east of the Sierra Nevada range. It would be one of the greatest narrow gauge lines in the world, and the people of California hope that Mr. Bliss is in earnest in the promise to build the proposed connection.—*Reno Gazette.*

THE CASCADE LOCKS.—The government has appropriated, altogether, \$1,142,590.00 for the Cascade locks of the Columbia river, which were commenced about ten years ago. Of this amount something over one million has been expended, and it will cost a million and a half more to complete the present plans. This would allow the passage at one time of a steam-