

carries a crew of hunters, who use it as a base from which to cruise about in boats, two men to each boat. One of these rows the boat and the other carries a rifle, with which he shoots the seals when brought within range. It is essential that the animal be simply wounded, for if killed he sinks at once out of sight and is lost. If wounded, he floats upon the surface until he dies, giving the hunter an opportunity to reach and secure him. A vessel entered Yaquina bay about the 1st of May, having a cargo of fourteen hundred skins, taken on the way thither from San Francisco.

RIVER AND HARBOR APPROPRIATIONS FOR THE PACIFIC COAST.—The river and harbor appropriation bill now in congress, and which will probably be passed and signed, with slight modifications, includes the following items for the Pacific coast: Humboldt, \$150,000.00; Oakland, \$175,000.00; Wilmington, \$90,000.00; Yaquina bay, \$120,000.00; San Joaquin, \$25,000.00; Redwood, \$74,000.00; Mokelumne, \$2,000.00; San Luis, \$25,000.00; Sacramento and Feather, \$20,000.00; San Diego, \$1,000.00; Napa, \$7,500.00; Petaluma, \$2,000.00; Deep Sea Mooring, \$150,000.00; Coquille river, \$20,000.00; Coos bay, \$50,000.00; Cascades, \$175,000.00; Upper Columbia, \$10,000.00; mouth of Columbia, \$350,000.00; Lower Willamette, \$80,000.00; Upper Willamette, \$150,000.00; Coquille, between Coquille and Myrtle points, \$2,000.00; gauging water of the Columbia, \$2,500.00; Chehalis river, \$2,000.00; Cowlitz, \$2,500.00; Skagit, \$15,000.00. The Mississippi river, from Minnesota to the gulf, receives \$3,385,000.00; St. Mary's river, Fla., \$1,500,000.00; Missouri river, \$625,000.00; Columbia, \$635,000.00. The whole amount appropriated is \$19,432,738.00.

SUSPENSION BRIDGE AT OREGON CITY.—The contract for constructing a suspension bridge across the Willamette river at Oregon City has been awarded to the Pacific Bridge Company, of San Francisco, for \$23,000.00, of which Clackamas county pays \$18,000.00, Oregon City the \$1,000.00 it donated by vote, and the Willamette Locks & Transportation Company \$4,000.00. The bridge will be braced at each end by an iron tower, and will be held up by two massive cables on each side, one cable running from its anchorage at one end of the bridge, over the river and towers, to an anchorage at the other end. A second cable is anchored at either end lower down, nearer the shore, and is shorter. The bridge will be nine hundred and thirty-five feet long, the main span four hundred and fifty feet, and be seventy-five feet above low water. This will be the sixth bridge across the Willamette. The structure will be a graceful one, and an ornament as well as an advantage to the city. It must be finished by the first of September.

BIG BEND METROPOLIS.—Waterville is the principal town of the Big Bend country, in Washington Territory, although it was only laid out last fall. It is a government town site, and there is no speculation in town lots there. Any citizen can secure two lots by paying for the making out of the papers, but every man who secures a lot must build a house on it before he can secure a patent on his property. From Waterville to within twelve miles of Spokane Falls, a distance of about one hundred and twenty-five miles, there is a gently rolling bunch grass country, which is an empire in itself, and all it requires is a thrifty class of settlers to make it productive. The Big Bend proper comprises a strip of land one hundred and thirty miles long and twenty miles wide, or in other words, two thousand square miles. The Seattle, Lake Shore & Eastern railway, to be completed within the coming two years, will run through the heart of the Big Bend country.

LATAH COUNTY, IDAHO.—May 15 a bill creating the county of Latah, from a portion of Nez Perce county, Idaho, was signed by President Cleveland. Moscow will be the county seat. The act establishing the new county provides that all that portion of Nez Perce county, in the territory of Idaho, lying north of the following line, to-wit: Commencing at a point, where the middle line of township thirty-eight north intersects the line between Nez Perce and Shoshone counties, in said territory; thence west to Big Potlatch creek, where it first intersects the said middle line of township thirty-eight; thence down said creek southwesterly to a point where it intersects the middle line of township thirty-seven; thence due west to the line between the territories of Idaho and Washington, be, and the same is hereby, formed and organized into a county, to be known and designated as the county of Latah, with all the rights, powers and privileges of the counties under the existing laws of the territory of Idaho.

WALLULA'S PROSPECTS.—Wallula, which has always been looked upon as simply a railroad junction in a desert, is coming to the front. The construction of Hunt's railroad from that point to Walla Walla, by the way of Eureka Flat, and the building of the branch line of the O. R. & N. Co. in the same direction, added to the recent completion of the road southwestward into Umatilla county, makes Wallula the junction of six lines, belonging to four distinct companies. This, alone, will add much to the population and value of property. There is, however, another resource. The lack of water is all that renders the soil of that locality unproductive, and this defect it is proposed to remedy by constructing irrigating ditches from Snake and Walla Walla rivers. As a great railroad junction and the center of a considerable agricultural population, Wallula must necessarily largely increase its present proportions.

MONTANA STOCK SHIPMENTS.—The shipments of cattle from Montana eastward last year, over the Northern Pacific, amounted to seventy-five thousand head, and of mutton sheep, one hundred and two thousand. There were also shipped into Washington Territory thirty-five thousand head of sheep which will be fattened and go to market this year. From Washington and Montana shipments of horses have been made as follows:

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| 1884..... | 400 |
| 1885..... | 3,000 |
| 1886..... | 8,000 |
| 1887..... | 9,000 |

COLUMBIA RIVER AND CLARKE'S FORK STEAMERS.—Articles incorporating the Metalline Transportation Company have been filed with the clerk of Multnomah county. The object of the incorporation is to operate a line of steamers on Clarke's Fork of the Columbia river, or the Pend d'Oreille river, from the Metalline mining district to Sand Point, on the Northern Pacific, and the Columbia from Kettle falls to the headwaters of the stream, and to engage in building railways, canals, locks, dams, bridges, telegraph lines, etc.

OLYMPIA, BLACK RIVER & CHEHALIS R. R. CO.—Under the foregoing title, a company has been incorporated by Seattle capitalists for the purpose of building a line of railroad from Olympia to Black lake, and down the Black and Chehalis rivers to Elma, with a branch from Black lake to Mud bay. Surveyors are in the field locating the route. The chief business of the road will be derived from the magnificent forests through which it will run.