

THE SANTIAM MINES.

Your readers may not be aware that the capital stock of the mining companies of the Santiam aggregates over eleven million dollars. Much of this capital is, of course, subscription for stock, and is not yet paid up, but several millions have been subscribed, and will be paid in during the winter and the following spring, and will be employed in developing the mines. Those who are in a position to know assure the writer that during the year 1890 the mining camps of the Santiam will show greater activity than has been known since the never-to-be-forgotten season of '49 in California, when men, in their mad pursuit for gold, forgot or ignored everything but the yellow dust, for which they abandoned family, homes, business, property, in fact everything that men, ordinarily, hold near and dear—crossing mountain and plain, scorching desert and swollen streams and wild, raging torrents. If there exists any reason why the Santiam mines should not prove rich and inspire our citizens with the belief that there lies stored in the Cascade mountains precious metals in quantities sufficient to make Vanderbilts and Goulds of a score of our citizens, it is probably nothing more convincing than the fact that these mountains lie almost at our very doors. In the days when the inspired writer declared that "A prophet is not without honor save in his own country," he might with equal pertinence have avowed that "Our people would not believe that any good thing can come out of the earth at our feet, but will believe in that which cometh from afar." There is good reason to believe that those who reside some distance from these mines have recently invested liberally, and will make a vigorous effort to develop them and put them on a paying basis. And, while the writer is not in a position to particularize or give details, this much he will say: That sufficient capital will be put in one of our home companies to open up the mines far enough to assure the stock holders of the value of their mines, and to justify them in putting in valuable and efficient machinery in the spring. They have no doubt but the mines are valuable, and will pay handsome dividends before the close of 1890.—*Miner, in Albany Herald.*

Notices of application for charters have been published in Canada for four new railways in British Columbia. The Spokane Falls & Northern Railway Co. will ask for power to build and maintain a line of railway from a point near the mouth of Pen d'Oreille river, near the southern boundary of the province, to a convenient point near the town of Nelson, on Kootenay lake. A land grant will also be asked for. This railway is for the purpose of connecting the American lines with the mines of Kootenay lake, in order that the extensive trade springing up in that region may become a feeder of those railways. The Spokane Falls & Northern railway will also seek a charter to build a line from a convenient point on Kettle river near the southern boundary of the province, thence by the most convenient and practicable route by way of Rock creek and Osayooos lake to the Fraser river, near its mouth, or to the coast. The construction of this line would open up a rich mineral, grazing and agricultural country. Application will be made for an act to incorporate a company to construct and operate a railway from a point on the Columbia river to some point on Kootenay lake near the outlet of Kootenay river, and for the purpose of operating a line of steamers between Revelstoke on the Columbia and the railway terminus. A land grant is also sought. This is the line of road that the Canadian Pacific has promised to build at the earliest possible moment from Sproat's Landing to the town of Nelson. Notice is also given that application will be made for powers to build and operate a line of railway from some point on the Colum-

bia river about seventeen miles up the said river and in an easterly direction from Golden; thence to run in a south-westerly direction to some point on the head waters of the river known as the middle fork of the Spallumcheen river, and a point at the junction of Copper creek. Aid will be sought from dominion and provincial governments. The building of these lines will be of great advantage to the province, and it is stated that the two lines into the Kootenay lake region will be pushed through to completion with as little delay as possible.

The Walla Walla *Union* advocates the organization of a society for the purpose of securing industries in that city. It says: "Take for instance an establishment for canning fruits and vegetables. All Walla Walla is agreed that finer fruits and vegetables are not grown on earth than are produced in wonderful profusion in Walla Walla valley. The records show that hundreds of tons of both annually rot on and in the ground because the market is hampered by exorbitant freight charges. The supply is practically unlimited as every acre of the great Walla Walla valley is capable of being converted into a fruit and vegetable garden. The records show that thousands of cases of tomatoes, peas, beans, corn and other vegetables, with thousands of cases of canned and dried fruits, hundreds of gallons of pickles and vinegar, are brought to Walla Walla annually. That the vast bulk of these articles of food, equal to the best imported, can be put up in Walla Walla, is a proposition no thinking man will dispute. That a large share of the same goods consumed in the surrounding mining and fruitless regions can be put up in Walla Walla, is also an indisputable proposition. The reason it is not done is because the attempt to do so has never been properly made. Men of practical experience have not been induced to go into the business. They can be if proper representations and inducements are made. To ascertain what are proper inducements and representations should be the work of a committee appointed by the Board of Trade or similar organization. To raise the necessary inducement after ascertaining what it is, should be the labor of love of everyone interested in the growth and prosperity of Walla Walla. Being aware that 'talk is cheap but it takes money to build a mill,' *The Union* is prepared to donate, at the proper time, \$25 to the fund necessary to start a first class establishment in Walla Walla for canning fruits and vegetables.

Statistics regarding the lumbering industry on the Pacific coast show that in Oregon there are 212 sawmills, thirty-one shingle mills, 182 planing mills of which twenty-nine are classed as sash and door factories and ten as box factories. Seven logging railroads are in operation, fourteen dry kiln plants, and one mill has a band saw. There are thirteen wholesale dealers and twenty-five retailers reported. In Oregon, as in many other states, almost every mill man is a lumber dealer, though not classed as such in this list. In Washington 181 sawmills are reported, seventy-one shingle mills, 162 planing mills, of which thirty are sash and door factories; twenty-two logging railroads and thirty-eight dry kiln plants are in operation, and five milling concerns use band saws. Only thirteen wholesalers and twenty-five retailers are reported, but the remark as to this feature concerning Oregon, applies to Washington as well. In California there are 178 sawmills, fifty-seven shingle mills, 232 planing mills, of which thirty-four are classed as sash and door factories and eighteen as box factories; thirty-seven milling concerns do their logging with the aid of tram or railroads, nineteen have dry kilns in operation, and four mills are equipped in whole or in part with band saws; thirty-even conduct general stores. Of all the mills given, only