

The steel for the track is the heaviest ever made, and weighs 110 pounds to the yard. There will be a double track upon which a cradle containing the vessel under transfer will be placed. The locomotives, two of which will be used in drawing vessels across the isthmus, are built on the same principle as ordinary engines, but of much greater weight and power. The vessels to be transported will be hoisted by hydraulic power from the basin to the track, and it is estimated that with this power and the roadbed in good condition, a ship of ordinary capacity will be taken from the Bay of Fundy and placed in the Gulf of St. Lawrence in two and one-half hours, though a speed of ten miles an hour is obtainable. During the coming year the Chignecto marine transport railway should be in active operation, and a saving on each trip will be made of 500 miles. This is the only ship railway in North America.

Stimson Bros., representing a large amount of Michigan capital, will erect a large manufacturing establishment at Ballard or Salmon bay, near Seattle. They own 6,000 acres of choice timber lands in Oregon and 15,000 in Washington. They propose to manufacture lumber, shingles, sashes, doors, blinds, etc., on a large scale. They purchased the Chicago mills, at Ballard, owned by Rossman & McDonald, for \$100,000, and have also purchased of the West Coast Improvement Company 210 feet of adjoining land as an additional site, upon which they will erect the necessary buildings for the manufactories named. They also intend to add to the capacity of the Rossman & McDonald mill, so that the output of sawed lumber alone will exceed 40,000,000 feet per year.

Stimson Brothers will put in their own railways at Ballard and extend the present line to North Beach, where foreign shipments will be made. They will also own their own vessels, tugboats, barges, etc., to be employed in the shipment from their large manufactories, and will employ about 1,000 men. The work of building and improvements will be begun immediately and pushed to completion with all possible haste. It is estimated that not less than 1,000,000 logs will be required to carry on the concern in all its branches, and the company had this in view when making their large purchases of timber land along Puget sound and in Oregon, which aggregate 21,000 acres of the best land obtainable.

The reports of the mine inspectors of Washington just published for the year ending the first of October show the number of men employed in coal mining in that state to have been 2,513 and the total output for the year to have been 918,343 tons. By mines the output in tons is as follows:

Newcastle.....	78,102
Franklin.....	136,844
Black Diamond.....	105,255
Cedar Mountain.....	9,304
Gilman.....	41,482
Roslyn.....	44,925
Durham.....	22,319
Bacoda.....	26,000
Carbonado.....	195,367
South Prairie.....	45,307
Wilkeson.....	14,819
Total.....	918,343

There is but little doubt but that the hollow ware foundry will be established in Chehalis within the next ninety days. Subscriptions to the stock have been so liberal that a guarantee has been given Mr. Mohl that the full amount would be raised, and he starts to-day for Sheboygan, Michigan, to prepare for business. Although there is a large quantity of porcelain lined ware used in the United States there are but three or four places

where it is made, and the business is highly profitable. Such a manufactory as the one proposed for Chehalis will employ thirty or more men and be the means of disbursing a large amount of money here. Besides this the foundry will use the coal in the hill on the east side of town and thus cause another important industry to be established her. There is also a probability of still another industry springing up in this connection. It has been demonstrated that deposits of the best quality of kaolin exist in this county from which pottery and enameled earthenware is made, having that rare quality of furnishing its own enamel. The manufacture of this ware will naturally follow that of porcelain, and it is even thought that some of the important constituents of porcelain will be found here. We may look for important developments during the next six months.—*Nugget*.

The good snow roads and the new rates on ore shipments have prompted the Nine-Mile mine owners to increase their output, and push it to the depot at Wallace. The Custer company is sending down some of its richest product, and the California resumed exportation during the week. The platform at the depot is full of ore, and the only drawback to be apprehended is in railroad transportation, as the weather is giving both roads a deal of trouble just now. It is probable that several more mines will be added to the ore shipping list before spring if transportation facilities can be secured. A railroad is needed as badly up Nine-Mile now as it was up Canyon creek two years ago. It will no doubt be built in the early spring. The miners running an open cut on the Tuscumbia Fraction between the Tuscumbia and Toughnut on Sunset have struck three feet of solid galena.—Wallace, Idaho, *Free Press*.

The exceptionally dry year just passed has roused the people of the Kittitas valley, Washington, to the necessity for providing irrigation for their lands. While their crops last season suffered for moisture, the waters of Yakima and Cle-Elum rivers flowed by in great volume. These rivers can be made available in irrigating at least 200,000 additional acres, and a proposition has been made by capitalists to construct two large canals at a cost of about \$500,000, the work to be completed within the year, or a forfeiture of \$50,000 will be paid. A subscription of \$75,000 is asked of the farmers and land owners, and it is agreed on the part of the canal company to have one of their canals ready to supply water by the first of June. This enterprise will add millions to the wealth of the valley and will insure the county against any possible failure of crops hereafter.

Oregon City's prospects for cheap and rapid connection with Portland are brightening rapidly. Not only does the Metropolitan Street Railway Company propose to extend its electric line from Fulton Park, but several lines are projected on the east side of the river. The Portland and Oregon City Railway Company has been organized by well known Portland capitalists, some of whom are chief owners of the Vancouver motor line, to construct a road from East Portland to Oregon City by the way of Bellwood and Milwaukie, practically an extension of the other line. Another company has been organized for the same purpose and to continue on to Barlow station. Another boat is to be put on the river, to make four trips daily. All this points to rapid growth of the city at the falls.

North Yakima, Washington, will soon have a system of water works and an electric light plant in operation. The company intend tapping the Yakima river near the mouth of the Natches. The right of way for a portion of the distance is al-