

two tracks for mule cars, and the estimated length is 2,300 feet. On the strength of rich ore on the surface a fine, twenty-stamp silver mill was erected two years ago. On its completion the mines were found to be unable to supply ore for a run; consequently it has remained idle. The proposed tunnel will develop the mines to the depth of over 1,000 feet, where it is reasonable to expect that large ore bodies will be found, as the veins are extensive and regular where they cross the mountain.

Some fine mines were discovered ten miles southwest of Banner last fall. The mineral is principally silver, and three tons from the surface, worked in the Elmira mill, at Banner, last October, paid a handsome profit. Two of the locations there have been sold to a London company, the sale being negotiated by Vivian Thorne.

Besides the mines mentioned, there are hundreds of others that show fully as well on the surface. Some of them, too, are fairly developed. It may be said without exaggeration that Boise basin, which is eighteen miles in diameter, is a network of rich gold and silver quartz mines. When capitalists learn that they contain millions of wealth the sound of blasts will thunder from every mountain and the roar of stamps echo through every canyon. What we need is capital directed by experienced mining men, and mills of sufficient size to work ore at a small cost. There are thousands of tons of low grade ore that will pay handsomely when reduced in large mills.

ROBERT W. JONES.

When an effort was made two years ago to have Idaho divided, the chief argument was that the mountains were an insurmountable barrier between the northern and southern portions. The fact that the Union Pacific had made careful surveys down Snake river and had decided not to attempt to build a line was used to show that it would be impossible to connect the two sections by a direct railroad. Happily the effort failed, Idaho is to come into the union as a sovereign state, and probably the needed connecting link of the road will be built. On this subject the *Boise City Statesman* says: The fact that Lewiston is soon to have railroad connection with both the Northern Pacific and Union Pacific systems renews the regret so long felt by all the parties interested, that the Union Pacific Company allowed itself to be diverted from its purpose of building down Snake river to Lewiston on its way to the sea. Elaborate and accurate surveys were made by one of the best and most reliable engineers ever in the employ of the company, who reported the route down the river practicable, and that the road could be constructed on the line surveyed, at a moderate cost compared with other similar engineering feats already accomplished. That the company has never relinquished the intention of ultimately building the section of road in question has been made evident on several occasions, both in expressions of its purposes and in acts. During the summer of 1896 H. H. Clark, the engineer who had made the surveys down Snake river some years previous, was sent to Lewiston with instructions to survey a line from Lewiston up the Clear Water river and across the Bitter Root mountains to the most available point on the Utah & Northern in Montana. Clark had definite instructions to make accurate connection with the old survey on Snake and thence work up the Clear Water or the route mentioned. Clark obeyed his instructions to the letter, devoting over a week to the task of connecting the two surveys. The intention of the company at that time was evidently to build down Snake river and across the mountains to Montana as indicated. The necessity for the road down the Snake is more urgent now than ever, for very many reasons. The hard experience of the snow blockade of the past winter in the Blue

mountains has made the snowless route here offered one that can no longer be neglected. The rich mines in the Seven Devils districts and at other points along Snake river, together with the growing agricultural and stock raising interests of the valleys and ranges adjacent to the river, call imperiously for the means of communication and transportation which only a railroad can furnish. Northern and Southern Idaho both now feel, more than ever before, a strong and growing need of this short, direct section of road which will afford them the means of rapid and unobstructed communication at all times and in all seasons. Should it happen from any cause that the Union Pacific fails to respond to the evident necessities of the situation and declines to build this connecting link, there is nothing to prevent its being built by other agencies. Lewiston and Boise, with the intermediate towns, agricultural districts and mining camps, have important interests enough at stake to warrant the undertaking and insure the success of the enterprise; and the road once built, its importance and many advantages would compel its adoption as an essential part of the railroad system of Idaho, Oregon and Washington.

At last definite news has been published with regard to the tin mines at Temescal, San Bernardino county, Cal. In a recent issue of the *American Artisan* appears the following: The Temescal Tin District, limited, has been registered in London, with a capital of £350,000 in 348,000 ordinary shares of £1 and 300 founders' shares of £10 each, to acquire for any interest therein, and to explore, work and turn to account in tin, gold, silver, copper, or other mines, mining and other rights, and other land and property in California and elsewhere, and in particular to acquire the mineral and the mining and the water rights of the San Jacinto estate, situate in San Bernardino county, Southern California, and for that purpose to carry into effect a contract purporting to be made between the San Jacinto Tin Company of California and the Temescal Tin District, limited.

Near Fort Spokane, some twenty-five miles down the river from Spokane Falls, an extensive bed of glass sand has been discovered. It is a peculiar formation, entirely unlike ordinary loose sand, and it is so compact that it must be crushed by machinery before it can be used. Samples sent east have been found to produce the best of glass. It is as white as salt, which it resembles in appearance. Used instead of common sand in mortar for inside finishing work it makes a beautiful wall at an expense hardly exceeding one-third that of the ordinary finishing coat. In the vicinity of this sand bed there is fine marble and a superior quality of potter's clay. Steps are being taken for the organization of a company in Spokane Falls for the purchase and development of these minerals.

The Oregon Railroad Company has been incorporated to build a railroad from Portland, on the east side of the Willamette, via Silverton, Springfield and the middle fork of the Willamette to the California line. This corporation is one of the steps taken by C. P. Huntington to extend the east side narrow gauge—after widening it—to transcontinental connections across Southeastern Oregon. Provision is also made for extending the west side narrow gauge, Yaquina bay being the probable objective point.

The Canadian Pacific Railway Company has let contracts for the construction of its branch line through the Kootenai country, British Columbia, to the American boundary, and it is announced that the contracts for the extension to Spokane Falls are in course of preparation. The line will be built this year.