

probability that he would be so interested in Spokane as to enable him to take the management of a first class exposition induced the business men to take hold of the matter with the purpose in view of holding the first fair the coming fall. After careful examination by a committee appointed for that purpose a report was made favoring the immediate organization of a company and the vigorous prosecution of preparatory work for an industrial exhibit that would adequately represent the rich country tributary here. A stock company with a capitalization of \$100,000 was at once formed and the work is going forward as circumstances will permit. Spokane Falls will have an exposition this year and it will be in keeping with the vast interests centering in the city.

The Northern Pacific Reduction Company is the corporation organized to build a smelting plant at Spokane Falls. Col. Robert G. Ingersoll is president of the company, which has \$1,000,000 capital and proposes to erect a plant that will have a smelting capacity of 100 tons daily. The circular of the brokers who were interested in placing the stock sets forth, among other things, "That our location is unsurpassed and the ore resources from which we will draw our supplies are practically exhaustless. Over 7,000 miners and prospectors are at work, and there is, at present, a daily product of over 200 tons of ore from within a radius of 100 miles, most of which, from lack of a home market, is now being shipped to eastern smelters—over over 1,200 miles distant—which could be treated by us at a large profit."

It is also understood that the Grant Smelting Company, of Salt Lake City, contemplates erecting a reduction plant at Spokane Falls. The central location of the city with reference to inexhaustible mineral stores makes it a most promising location for ore-treating mills.

FISH CULTURE IN IDAHO.

From all over Southern Idaho comes information that new irrigation ditches are being made. A large canal is being constructed in Bingham county, the water being taken out of Snake river above Eagle rock; one still larger in Bear Lake, the head of which is at the lake after which the county was named. In Elmore, Cassia, Owyhee and Ada the same line of work is being either laid out or pursued. As time passes there will be more of this. Each year will bring with it new schemes as long as there shall be any land in the southern counties of Idaho that may be made productive and water can be procured with which to irrigate it. The result will be that the streams will be denuded of fish. The small fish, from half an inch to five inches in length, will naturally run into the canals to be out of the way of large ones, thence they will pass out of the gates to the laterals, where, the earth absorbing the water, they will be left upon the ground to perish by millions. This will not be confined to bait fish, but if it were it would deprive the larger ones, such as salmon trout, of their accustomed food, so they would no longer be found in the streams. Thousands of small fish might have been seen last fall in a little stream running on the west side of Sixth street, taken out of the Walling ditch near the bridge, and millions must perish whenever the water is shut off. They may then be seen in the low places along the line of the canal, where, in a few days, the action of the sun and the process of leaching leaves them high and dry to perish. Whoever has the land and water suitable for such purpose, and will construct private fish ponds on the sides of mountains, stock them with fish and take care of them, will reap a rich reward. The product will be far more valuable than any crop that can be raised from the same area of land. Fish culture is carried on to a great extent in the east and in

Colorado and gives great profits to those who pursue the avocation with care and a fair application of common sense. It will not be long before a large number of persons will be engaged in this business hereabouts. A good market could be found now, but five years hence, by the time the fish have attained good size, such market would be much better.—*Boise Statesman*.

Speaking of a system of railroads projected in Western Washington by Frank C. Ross, the *Tacoma News* says:

The Tacoma & Lake City railway is the first step. The line has already been built and will soon be in operation. Mr. Ross is now making an extension to Olympia, and already one mile and a half of the line had been graded. The next step will be the building of a line through the north end to Point Defiance, thence across the narrows to Gig harbor, thence northwest to Sidney, on Port Orchard bay, the site of the United States navy yard, thence northwesterly to the town of Seabeck, on Hood's canal, and onward in a northerly direction along the Toandos peninsula, through Jefferson county to Port Townsend. About fifteen miles south of the port of entry the road will branch off to Port Angeles. The length of this northern extension of the Tacoma & Lake City road will be about ninety miles. The country through which the line will pass is very rich and comparatively level. The principal difficulty to overcome will be the crossing of the narrows, at Hood's canal. This will be effected by ferries such as are used between San Francisco and Oakland. Surveyors have already commenced running a preliminary line in order to estimate the cost of constructing the road. Such an enterprise is attended with considerable outlay, and the various towns which the road will pass through or near will be called upon to give subsidies for the benefits they thus receive. As soon as the details are satisfactorily arranged a large force of men will be put to work grading. Mr. Ross confidently expects to see trains running between Tacoma and Port Angeles and Port Townsend in eighteen months. The soil all along the line is most productive, and the district is destined to be one of the richest, agriculturally, in the state. There are also millions of feet of the finest timber, which will be utilized as soon as the road is built. Mr. Ross estimates that the construction of the road and its equipment will cost fully \$15,000 per mile, as the company intends making it a durable one in every respect.

The outlook for the coming season in Alaska is such as to give general confidence and encouragement to those who are familiar with the history of mining in this far-off section of the domain of the United States. During the past year there have been no discoveries made to occasion any great excitement, but enough good claims have been located to convince the most skeptical that Alaska is one of the most extensive mineral sections in existence and the development of which is as yet in its infancy. While we cannot boast of any fabulous rich veins, we can boast of immense belts of low grade ore, which, owing to their accessibility and convenience of working, make them more valuable than high grade ore located so that it requires an immense outlay to place the necessary machinery thereon for working purposes. Nearly every ledge thus far discovered lies either directly along one of the numerous ship channels or within a few miles thereof, which alone is an important feature to those desirous of investing in mining properties. Experience has taught capitalists to exercise the strictest intelligence in making purchases, and on this ground it is to be hoped that Alaska will reap a benefit in that direction.—*Journal Mining Record*.