

Northern Pacific practically gives a fifth. A road will at once be constructed to the coal and timber lands east of the city. Centralia's location is such that all these roads have found it on their natural route, and it is this commanding position that is the chief factor in its growth. The conjunction there of so many railroads can have but one effect, that of building up a prosperous and important city.

Aside from the manifold material advantages of the city, Centralia is a good city in which to build a home. She has many churches, a good school system and an academy beautifully located on an eminence overlooking the city. The illustrations in the center of this number show how metropolitan an aspect the city is taking on from every stroke of the busy hammers which fill her streets with the song of labor. With great rapidity the new structures are widening the city. It is the one city in all of this portion of the state that supports a good daily paper. Just now, when the tide of immigration is swelling to a flood, inundating this new state with people from the four corners of the earth, the writer wishes to call their attention to one of the most promising and picturesque cities in the northwest.

Intelligence from the City of Mexico shows that the proposed international North and South American railroad is not merely a dream. Reconnoissances south from Pueblo, Mex., to Tehuantepec, then from the Guatemalan frontier through that republic to San Salvador, Honduras and Nicaragua as far as Costa Rica have been completed by United States Engineer Isham, the engineer who located the Maravatio & Iquar railroad in Mexico. Isham has been absent from Mexico City three and a half months, within which time he has traveled 2,500 miles. He finds the proposed international road practicable. He commenced his reconnoissance at Oraca, where surveys of the Southern railway, now in course of construction, have been made. He traveled south and found a feasible line from the Guatemalan frontier, where concessions for a railroad from the Mexican government had already been given. The proposed international road through Guatemala will hug the Pacific slope, cutting the Guatemala and San Jose and Port Champerico roads at right angles. In San Salvador the Acajutla railroad will be crossed. Mr. Isham says the physical difficulties to be overcome are no more than those of ordinary roads in any mountainous country. He recommends the building of a narrow gauge line south from Oraca to correspond with the narrow gauge system in use in Mexico. In Costa Rica the road must necessarily be taken over the eastern slope, it offering less difficulties to reach the Isthmus and connections with the South American system. The company pushing the reconnoissance is English and has secured concessions in several states in Central America through which the road is to pass. Its operations have been kept quiet, and it has only been learned that the engineers have been in the field in Central America through an interview with Isham, who describes the country to be rich along the line of the projected road.

A dispatch from New York dated May 8, says that the contract for building the Pacific Short Line from O'Neill, Nebraska, to Salt Lake city, a distance of about 880 miles, was signed and the completion of the road looked for within two years. The meeting of the parties at interest has been held this week at the office of the Manhattan Trust company, in that city, and yesterday it was announced that the Wyoming Pacific Improvement company, which has charge of the construction of these railroads, comprising the Pacific Short Line, awarded the contract for the entire distance to Scullen & Stacy, railroad contractors of Brockville, Ont. Goodwin, who is president of the

Wyoming Pacific Improvement company, said yesterday the financial difficulties in the way of the completion of the road were all removed. It has been generally thought that the Short Line is controlled by the Chicago, Milwaukee & St. Paul. Goodwin would not admit that this is a fact.

The Tacoma, Olympia and Gray's Harbor Railroad Co. has been incorporated. This is the Northern Pacific's branch line from Tacoma to Gray's harbor, and will be built as speedily as practicable. It embraces lines from at or near Centralia to Gray's harbor on the south side, a line from near Tacoma to Olympia and down Black river valley to connect with the former, a line from near Montesano up the Wynootche a distance of twenty-five miles, a line running around the north side of Gray's harbor and up the Humtulepe a distance of fifty miles, and a branch from the last one up the Hoquiam a distance of twenty-five miles.

Blaine, the great international city of which we give illustrations in this number, is attracting general attention on both the Canadian and American sides, and large real estate deals are the consequence. Mr. J. J. Rutledge, one of the most enterprising real estate men in Blaine, finding his present quarters rather cramped, is now erecting a three story building and in thirty days from now will be occupying the handsomest and most commodious real estate office in the Pacific northwest.

Prominent citizens of The Dalles have organized two corporations, the Dalles & Eastern Oregon Transportation Co., and The Dalles, Goldendale & Northern Railroad Co. The former will operate a line of boats on the Columbia river between that city, Portland and Astoria, and the latter will build a standard gauge road to Goldendale and beyond to a connection with trans-continental routes. Surveying for the road will be commenced at once.

The sale of lots in Port Angeles by the Oregon Land Co. the past week is something phenomenal, and attests the confidence which the public has in the future of this city. This confidence is justified by its relative position to Victoria and the Sound cities. As it is the northwestern terminus of the U. P. R. R., so it must be the gateway for all our trade with Alaska. Property will doubtless advance rapidly in the next sixty days.

Active work has been commenced on the Shuswap & Okanogan railroad, running south from the Canadian Pacific from the Shuswap lakes through the Okanogan country, opening up the richest agricultural district in British Columbia, and tapping rich mineral districts.

The city of Moscow, Idaho, has found an abundant supply of water, and its new water works will be supplied from artesian wells. A recent experiment secured an abundant flow of water of excellent quality at a depth of only forty-five feet, fourteen of which were in rock.

Arrangements have been finally made to erect a substantial steel bridge across the Willamette at Salem, at a cost of \$75,000. Work will be begun at once. This structure will take the place of the cheaper one wrecked by the flood in February.

A street railway company has been incorporated in Roseburg, where the assurance of the construction of the Roseburg & Coos Bay railroad is making things pretty lively.

Olympia will soon have a first-class opera house, to be erected by John M. Murphy, one of her most enterprising citizens.