

SOUTH BEND, WASHINGTON.

THIS town is enjoying a genuine boom, and improvements made within the last three months are astonishing. A new saw mill has just been completed, a large area of land adjoining the river has been cleared, and new streets have been laid out, along which are to be seen a large number of fine business blocks. As soon as the season will permit a series of improvements will be inaugurated that will give employment to hundreds of men. A brick bank building and a hotel to cost \$20,000 are soon to be built, besides a large number of fine business blocks and residences. No town could command a finer location for deep water facilities than does the coming city of South Bend. Situated on the south bank of the Willapa river, about three miles from where it flows into the harbor of the same name, and about sixteen miles from the open sea, the means of access from the Pacific ocean are only surpassed on the coast by such entrances as the Golden Gate and the Straits of Fuca. The depth of water on the bar at the entrance to Willapa harbor will average twenty-four feet at the lowest stage of the tide, which is a better showing than is claimed for the bar at the entrance to New York harbor, where twenty-four feet is the average depth at medium low tide, as shown by the United States geodetic survey. The mouth of Willapa harbor is free from shoals and islands, so a vessel can sail in with perfect safety. The depth of the channel from the bar to South Bend, at low tide, will average from twenty-two to sixty feet. Vessels engaged in the lumber trade have been known to make their way with ease from the ocean to South Bend and out again to sea without the assistance of a tug. In addition to commanding such good deep water facilities South Bend is to be connected by rail with the Northern Pacific railway system at, or somewhere near, the town of Chehalis. The company which has organized to build this new line is the Yakima & Pacific Coast Railroad Co. Surveyors are now in the field and work is to be pushed forward with the utmost rapidity. It is the intention to prosecute work at the same time both from South Bend and the point of intersection with the Northern Pacific. From the latter point an extension is to be built eastward to North Yakima, and it is claimed that the distance from South Bend to Spokane Falls will be greatly reduced as compared with the present route by way of Tacoma. This road will tap the famous coal deposits on the Cowlitz, whose product, it is claimed, more closely resembles Anthracite than any that has as yet been discovered on this coast. The timber supply along the line is practically inexhaustible, and it has proved to be as valuable for commercial purposes as any to be found in the state. The only large body of hardwood timber known to grow in the state will also be reached. By means of this railroad the coal and timber will find access to market by way of the harbor at South Bend.

This section of country, on account of the difficulties of access to it, is but sparsely settled. With the advent of the railroad the whole country tributary to it will witness a remarkable increase in population. What the future of South Bend will be one can scarcely surmise, possessing, as it does such shipping facilities by water and direct connection with the rich interior. When the forests are cut away the land is capable of raising immense crops. The soil is a dark loam in the valley, and about South Bend is underlaid with clay. The hills along the Willapa valley seem as well adapted to agricultural purposes as the valley itself. It is believed these hills will yet be found to be as well adapted to the growing of fruit and grain as are the hills bordering the Willamette valley.

The location of South Bend is very picturesque. It is situ-

ated on the eastern slope of two hills. Through the ravine which separates these hills Center avenue is to be built, and close to the river bank will be Water street, with its large business blocks, in front of which, in due time, will be built docks for the accommodation of shipping, while on the hills overlooking the river will be the residence streets. In the eastern edge of the town twenty-five acres have been set apart for railroad purposes, on which will be built the depot, yards and shops needed by the company. From the sides of the hills the eye can follow the meanderings of the river, its general course being nearly east and west. At the upper edge of town it makes a bend to the northeast, and below town it turns to the northwest and continues in that direction until it reaches Willapa harbor. Immediately in front of the town, on the opposite side of the main channel of the stream, which is about 1,000 feet in width, is an island, upon which North Pacific City is located. Northeast of the island are the high hills which form the bank of the river. On this bank extensive improvements are to be made the coming season. Stretching away toward the east may be seen the Willapa valley, the sides of the enclosing hills thickly covered with timber. To the west, about a mile distant, is the new town of Sea Haven. The location of South Bend is such as to make it very healthful, the slope of the hillsides affording excellent drainage, while its proximity to the sea imparts an even temperature.

South Bend is at present reached by steamer from Sealand, which is connected with Astoria by rail to Ilwaco and boats plying on Baker's bay. Another route is by way of Gray's harbor and North cove. The railway officials and the South Bend Land Co. are trying to induce the Pacific Coast Steamship Co. to have its Puget sound steamers call at South Bend on their way to and from San Francisco.

G. BRANTZ.

In the district court for Northern Idaho Judge Sweet has decided that Chinese have no rights whatever on mining lands in the United States. The decision was rendered in a suit brought by some Chinese against Patrick Flinn, et al., who last summer, jumped a claim on Moose creek, in the Elk City mining district, held by the Chinese for many years under a bill of sale given them by a white man. In another decision, involving the Buffalo hill claims, in the Elk City district, the white man having leased his claims to Chinese, and the claims being afterward jumped by whites, the judge held that a lease of mining ground to Chinese was invalid and amounted to abandonment, unless plaintiff proves that Chinese lessees were actually employed to hold and work the ground on behalf of plaintiff. The suit for ejectment was, therefore, denied. Upon the announcement of the decision parties were immediately organized to oust the Chinese in the Pierce City, Elk City and other mining camps in Northern Idaho, which are Chinese strongholds. The decisions are far reaching in their effect, and the *Lewiston Teller* says they will lead to the abandonment of much ground where Chinese have made a living.

It has been decided to combine the mineral palace, which has been contemplated for some time by the mine owners of Spokane Falls, with the industrial exposition to be held there next fall. A great deal of attention will be devoted to arranging a representative exhibit, and it will be made an important feature of the exposition.

Spokane Falls is to have a stock exchange as an aid to the development of the mining districts centering there.