



POINTS ABOUT FAIRHAVEN.

Fairhaven, the youngest town on Bellingham bay, Washington, is getting to the front at a rapid pace. The *Herald* suggests points for consideration in the following style: Why do you suppose men of intelligence, experience and financial acumen build such houses as the Fairhaven hotel, costing \$100,000? Why do you suppose they establish a first class electric light system with its machinery, poles, wires, arc lights which brilliantly illuminate the streets from dewy eve to rosy morn, and which provides its thousands of incandescent lights in homes and business houses, and which is providing for electric motor power for shops, factories, etc.? Why do you suppose that such men have placed beneath the ground nine miles of steel water mains, running their deep trenches over hill and dale, through land covered with monster fir stumps, which must be hewn away and into a dense forest to a trout lake three miles away, bringing pure, fresh water in vast quantities to Fairhaven? Why do you suppose that hundreds of men are at work, under great expense, grading and planking the streets of Fairhaven? Why do you suppose that immense docks and wharves are being constructed? Why are saw mills, brick kilns and shingle factories running to their full capacity and every modern improvement for increasing their capacity doubled? Why are thousands of men working at engineering, grading, blasting cuts through the solid rock, driving piles on tide lands and laying railroad tracks toward the north, the south and the east? Men who know what they are about are building splendid business structures because they know that Fairhaven is to be a great city. The electric light and water systems have been put in to supply thousands of people with light and water because the projectors of these systems know that the people will be here to patronize them; the streets are being permanently graded for adaptation to the wants of the great city and temporarily planked in order to keep traffic out of the mud of the rainy seasons until they can be paved more solidly when it is possible. Docks and wharves are being constructed to accommodate ships and all manner of sea-going craft from every quarter of the globe that will come to this port to bring the products of the world and to carry away our iron, coal, marble, lime, grain, fruit and every other element of commerce which Fairhaven and the tributary region will turn out. The saw mills, shingle machines, brick yards and all that, are working to supply building material for the construction of the thousands of houses which are to be erected on the site of the city; the railroads are being constructed because all the immense resources of this region are pleading to the commerce of the world to be borne into the mighty channels of trade, and because Fairhaven is the easiest, nearest and most natural entrepot for the tea, silk, rice and general trade of Japan, China and all the opulent regions of the Orient with the continent of North America.

Tributary to Fairhaven are the largest coal veins in the world and mountains of iron, and here in Fairhaven, on the shores of Bellingham bay, the projectors of blast furnaces, foundries and smelters have secured sites for plants which will be at work within another year reducing and shaping the iron and smelting the precious ores of the Okanogan region. Within three months the northern division of the Fairhaven &

Southern railroad will have its connection at New Westminster, British Columbia, with the Canadian Pacific railroad, and over that line will come to Fairhaven from the east the supplies for the building of the Fairhaven & Southern southward, until, within the present year, connection will be made at Tacoma with the Northern, Union and Southern Pacific railroads. The Canadian Pacific will also bring the rails and other iron material for the construction of the main branch of the Fairhaven & Southern, which is now being pushed up the Skagit river to the pass through the Cascade mountains, where engineers are now at work locating the site of the tunnel through that range. This road will connect east of the mountains with another road building westward, which will give to Fairhaven within eighteen months, or less time, a direct communication with the east on a through line, by far the shortest of all the transcontinental lines.

Developments within the last few days make the railroad outlook still more promising. The Great Northern railway, which is rapidly filling in the connecting links between the east and west, has floated \$30,000,000 worth of its bonds in the London market for the purpose of pushing the completion of the road to the Pacific coast. It has purchased the Fairhaven & Southern railroad, with all its rights and franchises, including the northern division which connects with the Canadian Pacific at New Westminster. The transfer also includes the eastern branch, main line, which is being built up the Skagit river and is to cross the Cascades at Skagit pass to a connection with the Great Northern line building westward, and the line running south through Seattle and Tacoma to the Columbia river, together with 100 acres of terminal ground at Fairhaven. It is a part of the contract that the northern division of the Fairhaven & Southern shall be completed to New Westminster under the present management of that road. It is understood that this new transcontinental line will be completed by the end of next year and that a line of trans-Pacific steamers will be run in connection therewith.

MINES ABOUT ELLENSBURGH.

Ellensburg is rapidly coming to the front as one of the mining centers of Washington. Besides being at the gateway to the Okanogan belt, in the northern part of the state, there are a number of very promising districts being developed within the boundaries of Kittitas county. The Peshastan group, lying thirty-seven miles to the north of the city, are good gold producers. The working value of the gold ores of those mines ranges between \$12 and \$15 per ton of free gold, while there are present sulphurets of iron carrying gold in alloy that adds from \$15 to \$75 per ton to the real value of the output. The inconvenience of reaching a railroad has prevented the shipment of sulphurets and the mines have been worked in a rather primitive fashion for pure gold only. But many thousands of dollars have been taken from them and enough prospecting has been done to make certain the development of a rich mineral district when railway communication is established to that country. A road up the Wenatchie river would afford a much needed outlet there.

The Swauk placer mines are only twenty-five miles north of Ellensburg and considerable interest is being directed to the