

Washington & Idaho railroad obtained their right to cross the reservation. Couple the above with the wealth of beautiful farms surrounding Farmington and stretching out through the Silver creek and Deep creek valleys, and one has an answer to the query that suggests itself in examining the trade interests of the city and their certain support.

Farmington, in common with many of the older towns of Washington, resting upon a certainty, and with none of the spurt of speculation incident to new localities, has not as yet touched the booming period. That her beautiful location, immense agricultural resources, timber and excellent sandstone and granite in her hills will soon change the past is inevitable.

For years it has been known that the Cœur d'Alene mineral belt not only embraced the Indian reservation but extended to the foothills surrounding Farmington. Numerous prospect holes are in full view of the town. Recently rich deposits of ore have been found and at the time of our visit the usual excitement attending such discoveries was seen, though effort was made to keep the matter quiet. Experienced miners have been called in, farms dotted with stakes and in one case at least purchase immediately followed the discovery of the lode. The farmers and merchants are making a strong and determined effort to obtain additional railroad connections, basing their appeal upon their large grain shipments and general freight traffic. This obtained, Farmington must of necessity spring into the arena and obtain a growth measured only by her resources which certainly are great.

The Washington State Fair has filed articles of incorporation, with a capital stock of \$20,000. A magnificent site has been secured near Chehalis, the county seat of Lewis county. This locates the fair in the heart of the best agricultural section in Western Washington. The railroads constructed and under construction through Chehalis make it an easily accessible point. It is the intention of the association to have the best mile track in the state. The incorporators are: John Blurock, Vancouver; D. M. Ross, Puyallup; Rufus Siler, Vance; Geo. Sears, Centralia; Jotham Goodell, Willapa City; Hon. W. B. Gosnell, Winlock; Cyrus White, Boisfort, and T. L. Devereese, John Dobson, N. B. Ward, C. Bishop, S. A. Phillips, Geo. L. Young, L. K. Cogswell, L. Lawrence, of Chehalis.

Work has commenced in earnest on the railroad between Chehalis and Willapa harbor, a large grading force being now at work on the west end. Ground will be broken at Chehalis early in July.

Spokane Falls has completely reorganized its board of trade and on a new basis. The new chamber of commerce has a capitalization of \$25,000 divided into 250 shares and will purchase a site and construct a building that will make its stock a remunerative investment. The organization will be in a condition to make investments and hold property and in many ways to become an important factor in promoting the prosperity of the city.

The Washington Industrial Fair Association has been incorporated with \$50,000 capital at Seattle, and proposes to hold fairs, etc. The first meeting of the association is being held—July 11th, 12th and 13th. The officers are: President, B. F. Shaubut; vice-president, J. W. McLeod; second vice-president, J. F. McNaught; third vice-president, S. Baxter; treasurer, J. H. McCraw; secretary, F. B. Boardman.

The town of Weiser, Idaho, has been extremely unfortunate in the matter of costly fires. The last fire has induced its citi-

zens to abandon the old site, and to locate the new town in a most eligible location near the Oregon Short Line depot, a short distance from Snake river. This will doubtless add new vitality to that plucky and enterprising town.

Aumsville is located fourteen miles southeast of Salem, Oregon, and is in the midst of a rich fruit and grain growing country. It also has fine stock lands, and valuable water power and still is clamoring for a newspaper and the establishment of other local enterprises.

The Woman's Home, of Seattle, for the home of laboring women and girls, has been incorporated. The officers are: President, Mrs. G. Kellogg; vice president, Mrs. Rees P. Daniels; secretary, Mrs. Fred H. Peterson; treasurer, Mrs. W. N. Reeves.

The petroleum production of Southern California last year reached 18,000,000 gallons, valued at \$1,200,000. The article is of special value to that region. Its utilization as fuel for manufacturing purposes has had much to do with solving a vexed question.

Over \$4,000,000 worth of the Oregon Short Line and Utah Northern Collateral trust bonds have been sold in Europe, payable direct in the United States. The Union Pacific pays for Oregon Railway & Navigation stock with this money.

Another paint mine has been discovered in Oregon, this time near Monroe, Benton county. The ochre is of dark red color, clear of grit, and mixes readily with oil. Underneath the red ochre is a vein of yellow.

A big tree in the Mammoth forest, ninety-two miles east of Tulare, California, is being taken out for exhibition. The tree is ninety-nine feet in circumference. It is intended also for the Chicago World's Fair.

The United States steamer *Monterey*, which is being constructed for harbor defense at San Francisco, and an engraving of which recently appeared in WEST SHORE, will soon be ready for launching.

Valuable gold bricks are reported from the Boise City, Idaho, assay office last week. Rye valley turned out one valued at \$1,500; K. P. Plowman one for \$2,515 and the Bording mines one for \$2,625.

The work of erecting the big smelter at Spokane Falls has been begun and the railroad to the site is under construction. It is expected that the plant will be ready to smelt ores within ninety days.

The machinery has been purchased for a paper mill at Lebanon, Oregon. The building will be 120 x 90 feet, and it is said the mill will be one of the largest straw mills in the United States.

The total wool shipments from California for the past five months were 10,256,130 pounds; showing an increase of 5,108,480 pounds over the corresponding time last year.

The Butte & Bozeman Short Line railroad has been turned over to the operating department of the Northern Pacific, and regular trains are being run on that line.