

## PROGRESS AT CHEHALIS.

Times are pretty lively at Chehalis, Wash., the county seat of Chehalis county. Work has actually been commenced on the branch of the Northern Pacific from that point to South Bend, on Willapa harbor. The contract for the grading work amounts to \$400,000, and Chehalis is the headquarters for the construction work. The road will strike directly southwest and enter the Willapa valley, following down that stream to deep water at South Bend. Work will be pushed with the utmost vigor, so the road may be opened to traffic at the earliest possible moment.

As a direct consequence of this work, business in Chehalis must be very much increased, to be followed by a still greater increase as soon as the road is ready for operation. But this is not the only railroad enterprise that will lend its aid to the building up of Chehalis. The Pacific, Chehalis & Eastern is another corporation formed to build a line from Shoalwater bay to Chehalis and eastward across the mountains, work upon which may begin at any time. Two great transcontinental roads will also pass through the city on their route between Portland and Puget sound.

The Union Pacific, which is building an extension northward from Portland to Olympia, Tacoma and Seattle, has surveyed its line through Chehalis and has asked the citizens for right of way through the city and depot grounds 200x2,000 feet. This will be donated, though the cost will approximate \$25,000. Work on this road, known as the Portland & Puget Sound, is progressing at both ends, and the line will be expeditiously built. Also the Great Northern will build from Seattle to Portland, and is already securing the right of way. This company has asked the city for right of way and depot grounds 150x1,500 feet, and the concession will be granted. These roads will place Chehalis on the line of three great trunk systems, the Northern Pacific, the Great Northern and Union Pacific. Besides these, the Southern Pacific, the Port Townsend & Southern, now under construction by the Oregon Improvement Co., and the Hunt road, that will undoubtedly be built to connect his Gray's harbor line with his main system at Portland, will some, or all, of them pass through Chehalis. The fact is that Chehalis lies in the only natural railroad route between the Columbia river and Puget sound, and roads have the double incentive of cheapness of construction and the business of a large town to cause them to pass through Chehalis.

Responsive to the activity in railroad matters the city is making progress in all directions. Real estate transactions are very large, and many outsiders are making investments in choice property. Fine tracts adjoining the business portion of the town are being laid off into additions, and will become some of the most desirable residence portions of the city. New business blocks are in course of erection and many new residences are going up. Plans have been adopted for the buildings of the state reform school located there by the last legislature, and work on them will soon be commenced. Chehalis has fairly entered upon a season of growth and prosperity, the end of which can not be discerned.

Immense stock yards and packing houses are to be established in Baden, San Mateo county, Cal., near San Francisco, by some of the most noted stock and packing men in the country. The personnel of the company consists of Nelson Morris, George F. Swift, Phil. Armour, of Chicago, George W. Simpson, president of the George H. Hammond Packing Company, of Chicago and South Omaha, Cudaby, the partner of Armour, and S. W. Allerton & Co., all of whom have large interests in Chicago, Omaha and Kansas City, and Herman

Kountze, of Kountze Bros., New York, Omaha and Denver bankers; also John A. Creighton, capitalist, who has large stock yards in South Omaha, and N. Merriman, the Nebraska elevator man. San Francisco is represented by Miller & Lux, J. G. James & Co., Merry, Faull & Co., E. Bessinger, E. P. Lillenthal, H. J. Crocker, Livingstone & Co., C. W. Craig, James McCullough & Co., Horn & Chapman, California Sheep Casing Company, Kuliman, Saltz & Co., and a number of other prominent merchants, and also quite a number of eastern people whose names for the present are not mentioned. The company has about 3,500 acres of land in one body and expects to make very extensive improvements, possibly at an expenditure of \$2,000,000. The yards will receive stock of all kinds.

The Ben Wilson gold mine, with all its franchises in the Pioneer district, Boise basin, Idaho, has been sold to a New York syndicate, the consideration being \$200,000. This is one of the largest mining properties in the west, consisting of 4,000 acres of gold placers, worked by 100 miles of flumes and ditches, controlling all the waters of Grimes creek; eight extensive gold quartz ledges, with three extensions, having about a mile of tunneling; a quartz mill, two saw mills, three valuable ranches, 500 head of blooded stock, water privileges of great value, and control of an immense body of pine and fir timber, aggregating many millions of feet. It is said the new management will continue and increase the present developments.

A drive through the country will convince even the ordinary observer that there promises to be an immense apple crop this year. All trees are loaded down with the green fruit, and propping of limbs is generally resorted to to keep them from breaking under the heavy weight. Apples are among the most useful of fruits that can be raised in any country, and the fact that they grow so prolifically in Western Washington, ought to be an inducement to every man who owns a piece of real estate to set out apple trees. Of course it is best to have a variety of fruits, but be sure and include apple trees in your order to the nurserymen.—*Slaughter Sun*.

The Oregonian railway has passed into the hands of the Southern Pacific company, which will put the track in first-class condition and provide better depot facilities. The east side will be made into a standard gauge, and will receive new rolling stock and engines, and as this is done the narrow gauge stock will be transferred to the west side and thus general improvement of the system will proceed. The Southern Pacific has recently received a quantity of steel rails for this improvement, and while the same cannot be entirely completed in time to handle the fall harvest, an effort will be made in that direction.

The Seattle Electric Light Company has transferred its real estate and franchises to the Seattle General Electric Power Company, the consideration being \$600,000.

A new steel cruiser for the marine and fisheries department has been ordered built at the Canadian navy yard at Owen sound for British Columbia. She will carry two guns.

The Northern Pacific has lately built a new steamer, the *City of Pasco*, to run on Snake river from Pasco to Lewiston.

At Oroville, California, Springer's saw mill was burned last week causing a loss of \$100,000 worth of property.