



THE FAR WEST

UNION PACIFIC RAILROAD WORK.

Very few people have any idea of the magnitude of the new steel bridge now being built across the Columbia river by the Union Pacific railroad company. It will be constructed entirely of steel and will be 6,000 feet from end to end. It will be made wide enough to admit of double track being laid and will be a two-story structure similar to the one across the Willamette at Portland, the upper part being used for pedestrians, horses and motor lines. The bridge will be built ten feet above the highest water ever recorded in the river, and will be forty feet above low water mark. The draw span will be over 400 feet in length, the opening on either side of the pivotal pier being 200 feet in the clear, which will admit of vessels of any size or almost any kind of tow being taken through with ample room to spare. The nature of the bed of the river at the point of crossing is such that it is necessary to go down eighty feet below low water mark to secure a foundation for the piers. A stratum of coarse gravel is found at that depth which is similar to the formation upon which the foundations of the great bridges over the Missouri river are built. This immense structure will not be completed before 1892, and will cost, when ready for trains to cross, over \$1,000,000. The company is also pushing work on the extension of the road from Portland to Puget sound. Over 3,500 men are now employed in the work, and others are being employed as fast as they can be secured. Up to the present time about one-fourth of the grading has been completed. An immense cut will be made near Olympia which will involve the removal of about 200,000 cubic yards of dirt, the contract for which has been let. The cut will be 225 feet wide at the top and 110 feet in depth; the dirt taken out will be used at other points along the line where fills are required. Improvements are being made along the main line of the road by replacing the rails now in use by others weighing seventy-five pounds to the yard, an increase of fifteen pounds. The general betterment of the line is also being accomplished by introducing about 500 more ties to the mile than are ordinarily used. This work involves the outlay of enormous sums of money, but being in the nature of permanent improvement is considered cheaper in the long run. When completed the roadbed will not be surpassed by any in the country. A shortage in rolling stock has existed for some time, to such an extent that shippers have suffered considerable loss on account of not being able to fill orders. This has been particularly true of the lumber business. While the Union Pacific has placed orders this year for cars and locomotives which represent an expenditure of over \$3,000,000, the demands for equipments for other roads has been so urgent as to delay the delivery of cars and engines in sufficient numbers to keep pace with the wonderful increase in business offered. The wheat yield of Eastern Oregon and Washington has been so far in excess of what it was estimated to be that it has also contributed to the scarcity of rolling stock for other purposes. Trains are kept moving as rapidly as possible, however, and every effort is being made to relieve the stringency. Great as were the expectations of the managers of this line as to the capabilities of the northwest, its productions have far exceeded them, and inasmuch as the new life has only commenced to manifest itself it is hardly safe to hazard an opinion as to what it will be in the future.

MONTANA MINING CAMPS.

A trip from Great Falls to Nelhart takes the traveler through one of the most picturesque sections of a country noted for its beautiful scenery. A branch of the Montana Central has been completed as far as Monarch, sixty-seven miles northeast of the falls. In reaching Monarch a portion of the Belt mountains has to be traversed, and the engineers, in selecting their route, seem to have been governed somewhat by an appreciation of the beautiful. After leaving Arlington the road runs parallel for a great distance with natural sluice boxes, which have been worn by the action of water to depths ranging from sixty to 100 feet. In some places these are not over three feet wide and within a couple of yards of the track, which, as it passes through the gorge, runs between abrupt and majestic bluffs, presenting a sight that no traveler can fail to appreciate. It is the intention of the managers of the Montana Central to extend this branch to the Nelhart mining camp, a distance of about fifteen miles. A branch will also be built on the east side of Belt creek to Barker, another flourishing camp, and then on to Castle, thus opening up the best portions of this rich mining district. The trip from Monarch to Nelhart, which must be made in a buggy, is a constant surprise to the traveler. Majestic bluffs follow each other

in rapid succession, separating fertile and beautiful valleys, and the road follows the course of Belt creek all the way. The valley for the entire distance is narrow, and Nelhart is built on the slope of two different mountains, on opposite sides of the creek. A number of rich mines have been opened there and only await the coming of the railroad, which, it is said, will be completed to that point by the first of the year, to be worked to their fullest capacity. The ore lies in a granite formation, and will assay all the way from \$80 to \$800 per ton. Among the most promising of the mines are the Monarch, the Homestake, Queen of the Hills, O'Brien, London, Belt, Florence, Evening and Morning Star, and many others, all of which are within a short distance of the town, and all are pronounced by experts to be great paying properties. These mines will make this camp one of the richest in the state. A number of hotels and lodging houses have been erected during the past few months. Barker and Snow creek camps are also very promising mining points, and the same circumstances govern there as at Nelhart. At Snow creek, the I. X. L., Eureka, Ripple, Cornucopia and Benton are the leading mines in point of development and favorable prospects. At Barker, the Belt mining company has made a very promising strike in the Daisy mine, where two and a-half feet of rich galena ore, bearing considerable silver, was struck at a depth of twenty feet.—*Butte Miner.*

What an object lesson is presented to the citizens of Oregon and Washington in the fact that through all the railroad and bridge building at present being prosecuted in the two states, save the timber, all the materials entering into their construction are manufactured in the east and foreign countries. Within ten miles of Portland are mountains of iron capable of supplying an unlimited quantity of steel for railroad and bridge work, yet it is left where nature stored it on account of lack of means for manufacturing it into the hundreds of thousands of tons of those materials being used here at the present time. Water and gas works are being constructed in all the leading cities of the coast, and the larger percentage of the iron pipe used is made either in St. Louis or at the tube works at McKeesport, Pennsylvania. All the necessary raw material is here in abundance and is more easily secured than at any other place in the country, and yet we pay the manufacturers in the east a profit on their output and pay freight charges for its delivery at places where it is to be used. Hundreds of thousands of dollars are annually sent out of the northwest in this way, which, were they applied to the building up of enterprises at home would return the difference between the cost of production here and the price paid abroad many fold in the increase in general prosperity resulting from the carrying on of such enterprises in our midst. What is true of Portland in this regard is also true of Seattle and Tacoma. Immense foundries and rolling mills should be established in all these places, and being established should be given the preference by individuals and corporations having occasion to use articles of their production, even though it be at an advanced price. Then, too, the manufacturer should be considerate in his demands. That it costs more to produce an article on this coast than it does in the east there is no denying, but the manufacturer here is protected by the tariff exacted by railway companies in the shape of transportation charges, which represents a considerable advantage. It is only when his demands of profit exceed the percentage of cost of production and delivery by the eastern producer that the coast manufacturer loses his orders to his eastern and foreign competitors, and if a mutual agreement could be reached by consumer and manufacturer many new industries which are sadly needed could be made to thrive in this section and furnish employment to thousands of men who would gladly take up their homes in the northwest if they could be supplied with work at their trades. What is true of the iron industry is true of nearly all others, and it is to be hoped some measures will be adopted which will accomplish this purpose.

The Yellowstone Steamboat Co. has secured from the government a valuable franchise in Yellowstone park, by the terms of which ten acres of land on the shore of Yellowstone lake are granted to the steamboat company free of rental for a period of ten years. Upon the land thus granted the company proposes to erect docks, piers, boat and storehouses. Two acres are at the north end of the lake near the new hotel site, one acre at the south or extreme end of one of the fingers, and the remaining seven acres are on the east shore of the island. The company already has a steamer on the lake for the benefit of the public. It was also determined that the company's schedule of rates should be submitted to the secretary of the interior, and that under no circumstances should more than \$5 for the round trip, occupying the entire day, be permitted to be charged. Accommodations are to be provided for 100 passengers, and the distance to be covered in a trip by the company's steamer is about 150 miles. A clause was inserted in the lease making it unlawful to sell, give away, use or drink intoxicating liquors on the boat, or upon any of the property of the United States ceded to the steamboat company.