

Should no unforeseen circumstance prevent, the Seattle, Lake Shore & Eastern railroad will reach Sedro, in Skagit county on the fifteenth of this month, when through trains will be put on connecting Seattle, Sedro and Anacortes. An effort is also being made to arrange for through coaches to run between Portland and the two latter named places. The road was to have been completed to Sedro a month ago, but a combination of circumstances prevented.

According to the statement of W. P. Watson, assistant engineer of the Great Northern, the location of the line of that road from Portland to Puget sound is nearly completed and the work of securing the right of way far advanced. The bridge across the Columbia will be much shorter than that of the Union Pacific, as it will be only 2,800 feet, against over 5,000 feet for the Union Pacific bridge. The depth of water is about fifty feet, but Mr. Watson says the engineers found a better foundation for the piers than the Union has. It will cost about \$800,000. The location has been practically decided on, but will not yet be made public.

The people of British Columbia are preparing to utilize the great fishing resources of the waters adjacent to that province. A short time ago a deep sea fishing company was organized in Vancouver, and now another has been formed in New Westminster. They will establish stations on Queen Charlotte islands and at other points in northern waters, and will employ steamers to transport the catch to market. This industry is destined to develop to enormous proportions in a few years, for the fisheries are far more extensive than those of the Atlantic, while the dangers from storms and cold weather are but a tithe of those to which the fishermen of the Atlantic are exposed.

A great deal of excitement has been occasioned over the recent discoveries of valuable mineral deposits in the region of Lake Chelan, Washington. In commenting on the subject a correspondent of the *Spokane Falls Review* says that next spring will in all probability witness a great influx of people to that section, and also draws the attention of Spokane's merchants to the fact that a rich trade is in prospect if proper steps are taken to secure it. To one acquainted with the spirit of the business men who have made Spokane Falls what it is this admonition seems scarcely necessary.

Portland and California parties are making efforts to get the privilege of supplying the city of Roseburg with electric lights. The parties controlling the abundant water power of that place are reported as being opposed to the move, and refuse to allow a power station to be erected to utilize the water for generating electricity. It is probable the projectors of the enterprise will locate their works at the town of Winchester, a short distance from Roseburg, where a large dam has recently been constructed across the Umpqua river, and wires run from there to the city.

A citizen of Union, Oregon, has invented a railway which he claims can be constructed, equipped and operated at less than one-half the present system. It removes all likelihood of accidents resulting from derailment of trains, and no fences, cattle-guards or road-crossings are necessary. It removes all liability of killing stock, of sand and snow blockades, and is the only system which renders it practicable to use electricity so as to utilize the force expended in descending one grade to assist in climbing another. A company has been incorporated with a capital stock of \$600,000, for the purpose of building and equipping railroads on the plans of the inventor of the new system.

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City of Ellensburg,
WASHINGTON.

Ellensburg, county seat of Kittitas Co., is a town that takes its growth since four years ago. Population 5,000, half of whom came the past year. Its resources are, first, agricultural; second, stock; the tributary ranges now feeding 150,000 head. Minerals well developed are gold, silver, copper, lime, marble, but the greatest is iron, all kinds, ore assaying 40 to 50 per cent. Kittitas county is the geographical center of Washington. The valley is the center of the county, the town the center of the valley. Abundant resources to support a very large town. The universal belief is that the population will equal 15,000 in a few years. Property has doubled in value annually, and investments made now will bring four-fold returns. 17 89 52

PORTLAND & WIL. VALLEY Ry.
TIME TABLE-AUG., '90.

PORTLAND.			
ARRIVE		DEPART	
8:30 a.m.	1:45 p.m.	7:25 a.m.	8:40 p.m.
8:40 "	2:15 "	8:25 "	5:30 "
10:40 "	4:50 "	11:00 "	6:20 "
11:45 "	6:07 "	12:30 p.m.	8:25 "
	7:45 "	2:00 "	

*Through Mail Oregonian R. B. points. Suburban Trains—Oswego; Riverside. Saturday night leave 11:30 for Oswego. Ferris connect with all trains for Bellwood and Milwaukee. Excursion parties for Spring Brook or Camp Washington at reduced rates. B. KOHLER, E. A. BOARDMAN, Manager. A. G. P. A.

ENCOURAGING.
PRISONER—Its pretty tough to get put up for life.
HIS LAWYER—Cheer up, old man. Life is uncertain. You may die at any time.—*Life*.

BRICKS WITHOUT STRAW.
MRS. NOUVEAU-MARIE—What's the trouble now, Mary?
MARY—Sure an' there's trouble enough, Mem. Here we do be with company for tay, an' nary a bit o' bread in the house.

MRS. NOUVEAU-MARIE—Oh, well, never mind. Make some toast.—*Puck*.

A GIVE AWAY.
MRS. PHILUNKEY—I've got a lovely new maid just from Paris.
MRS. MUNKEY (sharply)—I thought so. Your husband told mine last night that he had begun taking French lessons from a private teacher!—*Texas Siftings*.

HE WISHED IT HAD MORE.
TANGLE—I hear that your next door neighbors have a very good organ. Do you know how many stops it has?
BRONSON—Only about three a day, and those are not very long ones.—*Light*.

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