



## THE FAR WEST

The legislature which convened in Oregon two years ago passed several bills appropriating funds for the building of roads through different portions of the state, chiefly through the mountainous regions, connecting some of the outlying sections with points in the valley, enabling settlers in those parts to reach railroad lines communicating with the principal market centers. In some quarters this action was deemed ill-advised, and was denounced roundly by large numbers of people as being an unwarranted raid upon the public treasury for the benefit of certain favored sections or influential private citizens. These complaints were made chiefly by parties not directly interested or benefited by the construction of the roads, and was another outcropping of the now recognized Oregon affliction known as mossbackism. While the mortgage tax, usury and assessment laws are more or less to blame for the slow progress Oregon is making as compared with her younger sister on the north, this spirit of opposition manifested by one section against any public improvements being made in another, is, perhaps, doing more than all the other influences combined to retard the growth of the commonwealth. It does not make its appearance as would any ordinary movement of opposition, but seem to be possessed of a subtle presence that is felt rather than seen. It attacks the wary politician in the shape of fear; he feels within himself that all active measures possible to advance the interests of the state should be enlisted to that end, but the question of how it will affect his chances of election, or of retaining control of the management of his party in his precinct, looms up before him and weighs down all else that might be said in favor of a given proposition. Then one a little bolder, perhaps, than he, openly opposing any measure involving the outlay of a portion of the state's revenue, springs up as a champion of retrogression, and in his success may be read the deep-seated feeling possessed by a very large number, possibly a majority, of the residents of the state, of decided opposition to any public benefactions being bestowed upon any particular section in which they have no direct or special interest. They are blind to the fact that private interests are proportionately promoted by the general welfare, and can see it only in the light of a special benefit to a neighbor. It may be some roads have been built at public expense, over which not one per cent. of the population of the state will ever pass, but the fact that the roads exist and may be passed over, should occasion require, is a feature not considered. Making it possible for farmers to reach a market for their products from outlying districts is what is required to fill up the thousands of waste places in different parts of the state, and which can be made to produce their quota to the general prosperity. In Washington this matter of building roads has been taken up by the commissioners of the several counties, and in many instances roads are being constructed at the expense of the county alone. In one sense this may be proper. It certainly is proper for the county in which the improvements are being made to bear its proportion of the expense, but inasmuch as the whole state is benefited as the general prosperity is promoted, it is not just or right that the county should be made to bear the burden alone. All public highways in the state should be constructed and owned by the state for, and in the interest of, the general public, and should be maintained in good repair with funds from the public treasury. It is to be hoped that at the session of the legislature soon to convene, fear of the wrath of the mossback will not be permitted by any member of either branch of that body to interfere with any movement looking toward the betterment of the condition of the state in general, even though the means are to be applied "locally," as may be urged by the obstructionist. Let the interests of the few be swallowed up in the welfare of all, and the next decade will find Oregon occupying the position in which she rightfully belongs with reference to the other states of the Pacific northwest.

Major Joseph R. Muffly, representing a syndicate of eastern capitalists, has perfected a deal by which he has secured control of the Bedford group of galena mines, on Ramshorn creek, in this county. The major is to be congratulated upon his acquisition of this promising prospect. We know of no mining proposition in the state that offers more flattering inducements for the profitable employment of capital, than this one. The vein of the Bedford proper is of immense width, ranging from forty to sixty feet, and extending for fully five miles in length, which, for this entire width and length, is filled with mineral, mostly of high-grade galena, running as high as sixty per cent., and carrying from twenty-five to thirty ounces of silver to the ton, and from five to ten dollars of gold. Of course, it is not all of this quality, but a very large percentage of it is, and the remainder of a grade that

will pay handsomely to concentrate, or to smelt on the premises without concentration. We have not learned what the plans of the syndicate are for the working of this vast property, nor do we know that they have been fully decided upon; but development work will be begun soon and vigorously prosecuted. A force of men is at present employed in repairing the roads leading up to the mines, preparatory to taking in needed machinery and other supplies, and in burning coal, chopping wood, and doing other work preliminary to systematic and active operations on the mines. There is no doubt in our mind that this will prove one of the most extensive and successful mining enterprises in the state.—*Madisonian, Virginia City, Mon.*

From the first of January to the middle of November the growth of Coeur d'Alene City, Idaho, has been quite rapid, and includes two churches, twenty-one business buildings and forty-six residences. Many more residences and business buildings are under construction at the present time, two of which are being put up with brick and stone. Numerous other buildings are contemplated and will probably be commenced this winter. With all this there is not one vacant building in the city. Many families are desirous of obtaining houses, but are compelled at present to take up quarters at the different hotels or crowd into houses with friends. There seems to be no stagnation in building, but as fast as a house is started a tenant is there to speak for it. Thousands of people are flocking into that country from different parts of the east. The mines have all turned out well the past season, and farmers are finding a ready market for all they can produce, so that the many small, fertile valleys are now furnishing homes for an industrious, thrifty class of people. The ceded portion of the Coeur d'Alene reservation will be thrown open to settlement in the spring, should no unforeseen circumstance prevent, when Coeur d'Alene City will far surpass the splendid showing she has made this year.

Emma Abbott's repertoire for next week at the Marquam is hardly short of a marvel. It is not only made up of great operas, but four have never been heard here, and another only once. These are "Ernani," "Anne Boleyn," "Bal Masque" and "Romeo and Juliet," and the fifth is "Rose of Castile," which Miss Abbott produced here two years ago. The engagement is one that can not fail to interest every one, not only those who are devoted to music in its various branches, but to the general public, as a means of enjoying profitably an evening and also for seeing what is being done in opera development by Miss Abbott and her management. The advance sale begins Thursday morning.

Portland parties have organized the Baker County Stone company for the purpose of quarrying and dressing building stone for market. The company owns a large ledge of rock near Baker City, which it claimed is of superior quality, and work will begin immediately in preparing it for market. It is the hope of the managers that a good business may be secured in Portland and the cities on the sound.

By the completion of the Seattle, Lake Shore & Eastern railroad to Sedro, through passenger service has been established between Seattle and Anacortes. The first through passenger train from Portland for Anacortes left over the Northern Pacific line on last Tuesday evening. A telegraph line has been completed from Seattle to Sedro.

The town of Granite, Montana, is to be connected with Phillipsburg by means of an electric railway. Granite is where the famous Granite Mountain mine is located, and Phillipsburg is at present its nearest railway point, a branch of the Northern Pacific connecting the latter place with the town of Drummond.

An electric light plant is now in transit for use at Kamloops, B. C. The entire town is to be illuminated, both arc and incandescent lamps being used.

Canadian capitalists are at Vancouver, B. C., discussing the feasibility of connecting that city with Australia by means of a submarine cable.

The Baisley-Eikhorn mine, in Baker county, Oregon, will have another twenty-stamp mill erected in the spring.

Pullman, Washington, has eight flowing artesian wells, the last and deepest being but 130 feet deep.

A \$25,000 school house is to be erected at Fidalgo City, Washington.