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PORTLAND, OREGON.

William Davis, general superintendent of the Corpus Christi & South American railway company, which is building a line of railroad from the United States to South America, gives a summary of the work as far as it has gone. He says that though little has been said about it to the public, the road is one of the greatest railroad building enterprises in the world. The line which the company has begun will be 2,150 miles in length. Three years are to be taken in building, and from 5,000 to 10,000 men will be employed. Contracts have been made which call for the completion of the road from Corpus Christi to Rio Grande by September 1. The line will cross the Rio Grande at Brownsville, Texas, and run thence to Tuxpan, from which point a branch line will run to the City of Mexico, the main line continuing from Tuxpan to Manantlan and Tehuantepec, in Mexico, and thence to Guatemala, Salvador, Nicaragua and Panama. Concessions have been made and subsidies granted by the government of each country through which the road will pass.

The Millard Pacific railway, which last year made such rapid advancement in its route from Sioux City to the coast, has made its preliminary survey through Idaho. Its route across the state lies in a northwesterly direction, touching the headwaters of the Salmon river, going down that stream to its junction with the Snake; thence down that river and passing through Lewiston to its terminal point on the coast, probably Seattle. This line is now pushing rapidly through Wyoming and is backed by heavy eastern companies who have determined to complete another trunk line to the Pacific coast. It has appropriated the most available route now left open. The line of the road is midway between the routes of the Northern and Union-Pacific across the continent, and while it opens up a new and rich territory, it has the advantage of being shorter, by two hundred miles, than either of its great rivals. Idaho capitalists are interested largely in the stock of the company and are confident the line will be pushed to the coast rapidly.

At a meeting of Snake river fruit growers, held at Wawawai recently, an order for 50,000 fruit boxes was placed in Portland. These boxes, knocked down, will make fifteen carloads, and their cost at the factory will be \$9,000. This is the initial order for the season, during which the Snake river fruit growers alone will use more than 100,000 boxes. To illustrate the growth of this industry in Whitman county, Washington, which is now in its infancy, it need only be mentioned that 15,000 boxes were used two years ago and 40,000 last year, showing that the product more than doubles each year. It does raise fruit, and export more of it than any other county in the state.

Hillsboro, the seat of justice of Washington, one of the oldest counties in the state, has experienced quite a boom during the past two years. It has always been an important trading center by reason of being in a well settled farming section, but since it was selected as the point at which the Astoria railway will cross the Southern Pacific west side line, it has enjoyed unusual growth. Many new buildings have been erected in the town and business of all kinds is increasing. Hillsboro is twenty-two miles west of Portland.

A San Francisco dispatch says the saw mills are preparing for a large output of lumber this season, and several new mills are in process of erection, and steam wagons are in use hauling logs. The timber land is nearly all taken up by the forty miles by a syndicate. The contemplated railroad from Man to Modoc county is opening a large section of country in the northern part of the state.

A Montana syndicate contemplates the erection of large saw mills near Astoria. It has bought a large tract of timber land in the vicinity to furnish material for the mills to work on.



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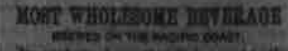
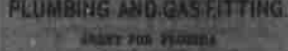
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