

institution, besides numerous loan associations, fill the wants of the financial world. If the amazing development of the past few years be taken as a criterion of the progress of the future, and there is seemingly naught to prevent the cherished hope of the people from blossoming forth into happy realization, Spokane will rival Minneapolis as a manufacturing metropolis, it will enjoy equal distinction with St. Paul in the wholesale realm, and will live and thrive as a mining centre when other towns of geological distinction have crumbled and decayed. The truthfulness of these bold, but honest, assertions is borne out in the facts here submitted to the sound judgment of unbiased minds. The foaming cataract that dashes through the very heart of the city, shooting its spray into the doors of the merchant and the manufacturer, as it rushes onward to the Columbia, as though in mad haste to break the tidings of the advancing civilization, unfettered of its stupendous power save by the wheels of a few flour and saw mills, exhibiting its magnificent splendor as though inviting the delighted spectator to utilize its wasted velocity, the falls of the Spokane river are certainly of immeasurable value to the city and country. It was Paul F. Mohr, the well-known engineer, who estimated the combined volume of water at 90,000 horse power, from which he deducted 20 per cent on account of the force lost by reason of the rocky bottom of the river and the many islands and angles, and an additional 40 per cent for a system of flumes, leaving 30,000 horse power as a conservative estimate. The capacity of St. Anthony falls at Minneapolis, certainly the largest flour manufacturing centre in the world, is computed to be about 20,000 horse power. Thus the reader can immediately realize why Spokane rejoices in the thought that it is destined to become the Minneapolis of the Pacific Northwest. Much can be said in favor of the former, that are lacking in the natural advantages of the latter. Unlike the falls of St. Anthony, where immense sums of money have been expended in costly aprons to prevent the washing away of the bed and the banks of the stream, the falls of Spokane are as firm as the rock of Gibraltar, and will be preserved until the end of time by the rocky walls that confine the waters to a narrow channel, which is the result of the intersection of several distinct channels, each having its own cataracts. This segregation of the river is caused by the numerous islands, on which mills and manufactories are being constantly built. The water can be used over and over again from the beginning to the ending of the falls, and both banks of the mighty stream will some day be the scene of hundreds of industries, and the music of a people's enterprise will be heard on every hand. Elsewhere we will deal more minutely with this potent factor in the city's growth. In the meantime, let us take a glimpse into the department of commerce. Spokane is only commencing to exercise its importance as a wholesale centre. It being the metropolis of Eastern Washington, the trade of that vast area will naturally gravitate here, and the establishment of large wholesale houses from time to time bids fair to strengthen the position of the city in this respect, and illustrates the confidence of thinking people in the future. More than 75,000 people of the surrounding country even now look to Spokane Falls as their market place,—as the fountain of their supplies. The far-famed valley of the Nile, once said to be the most fertile spot in all the world, is not more so—and it is doubtful if it can compare with this paradise—than the virgin acres of the grand principality of the Palouse; that beautiful section of country where land is yet to be had and homes can be secured within a short distance of a thriving town or village for a mere pittance of the price asked for inferior farms in the Eastern States. When all these acres are brought into subjection; when the blushing valley is strewn with the com-

fortable homes of a happy and contented people; the volume of trade that will then exist between the giant young city of Spokane and the productive section in question, cannot be measured by the average mind. As yet, all is of tender maturity, but an increase is noticeable with the setting of every sun. The Big Bend is contributing, and will continue to do so with increased vigor, to the commercial growth of the city. It is a section of unmistakable agricultural capabilities,—“boundless and beautiful, for which the speech of England hath no name,”—is another of Spokane's valued tributaries, and will greatly assist in swelling its wholesale business. The Kootenai district, in British Columbia, Okanogan and Stevens counties along the international boundary line, with towns everywhere springing up, the fine northern counties which comprise the “panhandle” of Idaho, all are contiguous to Spokane Falls, and will empty their combined product into its lap of commerce. Thus it is obvious that Spokane will, at a very early period, play an important role in the wholesale sphere. With the building of new railroads the anticipated development will be greatly hastened. As a parting salute to a general view of Spokane Falls, attention is directed to its position as a mining centre. It stands peerless as the hub of the greatest and grandest silver-lead producing country known to the civilized world. There are mountains of ore at every point of the compass, mineral of every imaginable variety, and all within a radius of two hundred miles of the city. Of the seven or eight mining districts tributary to the Falls City, the Cœur d'Alene district, in Northern Idaho, is the most extensively developed. The Pend d'Oreille, embracing the new Chloride camp, the Kootenai, on the Montana line, the Colville, Okanogan, Kittle river country and the Kootenai, the latter in the British possessions, combine to make Spokane Falls the Denver of the new West. Throughout this whole stretch of country new towns are budding into life, and form spokes to the wheel of which the magic young city of the “Inland Empire” is the acknowledged centre-piece. Thus a great metropolis has risen in the midst of what was a primitive wilderness a little more than a decade ago. What was then the grazing field of the buffalo and the antelope, and the hunting ground of the savage, is to-day the scene of life and bustle. The then sleeping hills and dales have been awakened by the tread of an irresistible civilization, marching ever onward with the processions of the years.

A RAILROAD CENTRE.

Ten Railroads Now Running into the Great City of the West.—Additional Lines Looking to Spokane Falls as a Terminus.

Spokane Falls is located on the main line of the Northern Pacific railway, 1,537 miles west of St. Paul, Minn.; 372 miles west of Helena, Mont.; 404 miles east of Tacoma, Wash., and about the same distance east of Portland, Ore. Its position outlines what the map elsewhere demonstrates—that it is, and will ever remain, the most important railroad centre of the Pacific Northwest. The majority of the roads pictured in the engraving are a living reality, while the others are in course of construction. Within a very short time the Union Pacific will be running into Spokane. This will give the city another transcontinental road. The Seattle, Lake Shore & Eastern road, which is now in operation some forty miles to the west, gives an outlet to Puget Sound. From Seattle eastward for a considerable distance, the