

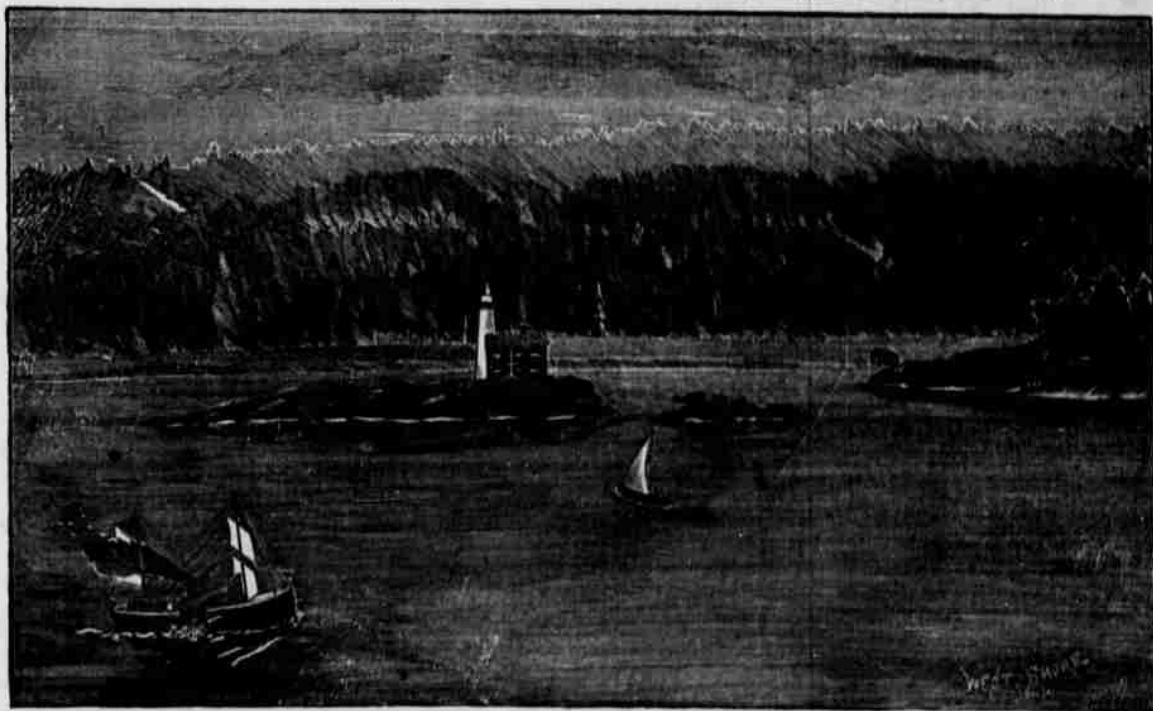
located and the right of way secured, this road runs up on the Oregon side, tapping the farming section on Hood River. From the Dalles the road is finished to John Days, and graded to Umatilla. Track is now laid from a point fifteen miles below Umatilla to Walla Walla, and the road in full operation between Umatilla and Walla Walla. Track laying is being pushed ahead from both ends of the road. Grading is also completed from Walla Walla to Waitsburg and Dayton. At Junction—four miles from Waitsburg, a branch road will run to Grange City, here it will cross Snake River and run by way of Taxsas Ferry to Colfax. Four miles above Grange City a road will

BRITISH COLUMBIA.

Times generally are improving in British Columbia. Settlers are going in and availing themselves of the extraordinary liberal inducements of the Government, and gradually wild lands are being subdued both on the island and mainland. Altogether the outlook for our Canadian neighbors is rather encouraging.

FITZGUARD LIGHT.—At the entrance to Esquimalt Harbor, B. C., is one of the neatest and best arranged light houses on the Pacific. This is a very important point for the English Government, their Navy Yard and Supply Station are located here and the

begins its march of 150 miles to the sawmill. Thirty-five men are employed to start the pieces when any get stranded on the banks. At the sawmill a boom stretched across the river prevent the further progress of the timber. Since the first of September, when the first float commenced, 29,000 sawlogs, 40,000 R. R. ties, 1,200 cords of wood and several thousand telegraph poles have come down. The mill which is in charge of Mr. J. A. Lesourd, formerly of this city, has a cutting capacity of 100,000 feet in 24 hours, and from November first will run night and day in order to supply the large number of orders for lumber now ahead. This demand for the lumber is one of the best evidences of the prosperity of the upper country.



FITZGUARD LIGHT—ENTRANCE TO ESQUIMALT HARBOR, B. C.—From a Photo by R. Maynard.

leave the main branch, proceed up the Pataha towards Lewiston, passing one of the most fertile regions in Eastern Washington.

A road is also located from Umatilla across the blue mountains towards Baker City. This road goes through Idaho and will finally connect with the Union Pacific. Below Taxsas Ferry the Government is improving the navigation of Snake River, so that hereafter the suspension of navigation on that River will be unheard of.

The Kittitas valley and its tributaries are rapidly settling up, and many new improvements are being made in various parts of the valley.

construction of the Graving Dock now being pushed forward with all possible dispatch will add still more to the importance of the harbor and light.

A NOVEL SIGHT.—The Snake and Clearwater rivers, for a distance of 100 miles above Lewiston, and from there down to Taxsas Ferry, presents at present the rather novel appearance of a floating wood yard. Since the suspension of steamboat navigation on the Snake river, Mr. S. R. Smith, the proprietor of the Taxsas Ferry sawmill, has been floating down timber, but not in booms as is usually done. The timber is simply pitched into the river and

GUMPTIONVILLE is the name of a pretentious village (?) on the Columbia River. The proprietor of this burg isn't at all stingy about the size of his town lots. Every lot is said to have 100 feet river frontage, with a depth of from four to five miles, and can be bought at from 50 cents a piece upwards. Any one purchasing two dollars and fifty cents worth of town lots at one time is presented with a handsome chromo worth more than the lots. This is the spot where the Weidler Sawmill is located.

EASTERN OREGON and Washington shipped nearly 70,000 tons of grain to Portland last year.