

SOUTHERN OREGON.—(Concluded from page 219.)

The "gem of the mountains," she is ever clothed in her "beautiful garments," for she has none other to wear. You will see at once that the location, naturally picturesque and lovely, is made to blossom as the rose, and all the surroundings possess a wonderful attractiveness. The very architecture of her buildings, whether original or copied, her boundless supply of the beverage of God, her grand orchards in extravagant fruitage, her gardens with their floral beauty, and her fields with everything needful, and almost everything desirable for man or beast to eat and live in luxury, all conspire to make it so. Almost every variety of fruit, nuts, flowers, grass, grain and vegetables grow in great abundance and to the greatest perfection here. Ashland, with 850 inhabitants, as per last census, has two neat churches and, in addition to first-class public schools, where rich and poor alike drink of the fountain of knowledge, it has a Christian College and Normal School, where every branch of study, from the primary to the highest scientific course, is taught. Having almost unlimited water power, the corresponding resources of the country will ultimately harness it all to the wheel, and there is no good reason why Ashland should not become the Lowell of the Pacific. With splendid woolen, flouring, lumbering and wood-working mills already at work, she is well in the contest for that enviable distinction. Already the products of her looms have, without rail or water transportation, even with extravagant rates of freight, found their way to the markets of the world, and simply, too, because natural causes conspire to work in her favor. Portland and all intermediate towns in Oregon, Walla Walla and the Sound country, San Francisco, Sacramento and the intermediate towns in California all find it to their advantage to order these goods quite extensively. And the owners of the mills have been compelled to order large additions of machinery in order to meet the growing demand for their fabrics. To-day they are three months behind their Summer orders, and that, too, after having been compelled to decline some very tempting orders from the East.

In conclusion, with a climate not too hot nor too cold, and an atmosphere neither too damp nor too dry, it would not seem unreasonable to conclude that the time approaches when *health seekers*, as well as comfort lovers, will turn their weary but hopeful steps toward this Italy of America, Southern Oregon, and that many of them will find lasting benefit and permanent homes in Ashland.

A. G. R.

THE CANADIAN PACIFIC RAILROAD.

One of the most important railways now building is the Canadian Pacific. As Oregon and Washington are interested in its final completion, to some extent, we lay before our readers a brief outline of its plans. By an act passed during the last session of the Canadian Parliament, the construction of that portion of the Canadian Pacific Railway not then under contract, was handed over to a syndicate of French, English and Canadian capitalists, who for a money bonus of \$25,000,000 and 25,000,000 acres of land along the line of the road, agree to complete the construction of the trans-continental road. The Canadian government agreeing to complete the portions of the line under contract, as well as the unlet part in British Columbia extending from Emory Bar to Burrard Inlet, handing over these portions to the syndicate on the 30th of June, 1891, when the entire road must be completed. It will then be owned by the syndicate. The length of the line is as follows:

From Burrard Inlet, B. C., to summit of the Rocky Mountains.....	496 miles
From summit to head of Lake Superior.....	1,452 miles
From Lake Superior to Calendar Station.....	550 miles
Total.....	2,498 miles

At Calendar Station a connection is made with the Canada Central Railroad (already in the hands of the syndicate) to Halifax, on the Atlantic seaboard, which brings them within 7 days sail of Europe.

The syndicate is now pushing on the construction of the eastern section from Calendar Station to the head of Lake Superior, and the central section from 100 miles west of the Red river in Manitoba to the Rocky Mountains. The headquarters of the syndicate is in Montreal, Canada. Mr. George Stephen, formerly president of the Bank of Montreal, being president, and Mr. Charles Drinkwater, recently of the Canadian Grand Trunk Railway, being secretary. On this end of the line work has been actively prosecuted since May, 1880, on the section known as the Emory and Savona branch, starting three-fourths of a mile below Emory Bar on the Fraser river, and extending for 127 miles towards the Rocky Mountains. This contract is in the hands of a syndicate, of which Mr. S. G. Reed, of this city, is a member, who

receive \$10,000,000 from the government for its construction, and which we consider a very reasonable price considering the character of the work. In the distance of 127 miles the road passes through 15 tunnels, one 1,600 feet in length, just completed, has alone cost the sum of \$250,000 to construct. Twenty miles of track are now laid, and under the energetic management of Mr. A. Onderdonk, a member of the syndicate, and who is right at the scene of operation, having his residence at Yale, where the company's headquarters are located, is being pushed forward with all possible speed. The company have been somewhat hampered by their inability to obtain a sufficiency of labor, notwithstanding the liberal schedule of prices adopted by them. The rates of wages for white labor are:

Overseers, per month.....	\$ 125
Rock Foremen, per day.....	\$3 00 to 4 00
Earth " " ".....	2 25 " 3 00
Bridge " " ".....	3 00
Bridge carpenters, first-class, per day... ..	2 50
Bridge " second-class, " " ".....	2 00
Masons, per day.....	\$3 50 to 3 50
Blacksmiths, first-class, per day.....	3 00
do second-class " " ".....	2 50
do Helpers, per day.....	\$1 50 to 2 00
Drillers, per day.....	1 75 " 2 00
Laborers, " " ".....	1 50 " 1 75
Hewers, " " ".....	2 50 " 3 00
Choppers, " " ".....	1 50 " 2 00

Boarding houses are convenient along the line, and good substantial fare is furnished at \$4.00 per week. Employment is given to all who apply. Traveling expenses from San Francisco to Yale being even advanced where laborers have not the means to bear their own expenses. Notwithstanding this liberality on part of the Company, malcontents are found who after working a few weeks become tired, quit work and spread reports about mistreatment of laborers, bad fare, etc. these; reports have no foundation whatever. We have conversed with sober and industrious men who have been in the employ of the Company for months and they express themselves as perfectly satisfied. Sir Charles Tupper the Canadian Minister of Railway, is now in British Columbia to locate the final terminus of the railway, and also to examine into the work already completed by the syndicate, and from what we have seen of the road we have every reason to believe that when Sir Charles returns to Ottawa on the 10th of next month, it will be with a feeling of perfect satisfaction that the railway work from Emory Bar to Savona Ferry is in competent hands.