

## THE CANADIAN PACIFIC RAILWAY.

When completed, together with connections, this line will extend 2,850 miles, from Montreal, Canada, to Port Moody, on the Georgian Gulf. The main line begins at Prince Arthur's Landing, on Lake Superior, and has been built to Winnipeg, 435 miles. Westward, of 500 miles contracted to be built, grading has been completed 480 miles. Iron has been laid to a point within sixty-one miles of the Saskatchewan river. A portion of the last sixty-five miles has been graded, and reduced crews have been left at different points along the uncompleted sections, so that work has not altogether been suspended. The line is open for traffic west from Winnipeg 935 miles. On the Thunder Bay division, the road is operated from Winnipeg to Rat Portage, 135 miles east from Winnipeg. The remainder of the distance, about 325 miles, to Thunder bay, is being operated by the Canadian government contractors, trains passing over the entire road two times weekly. Contracts have been let upon the Lake Superior section east from Prince Arthur's Landing, and work will be continued simultaneously along the whole section. This eastern line is near the shores of Lake Superior, making a more costly road, perhaps, than if the builders had sought easier paths, but the facilities for getting supplies from along the numerous rivers which the road will cross so helps them in their construction work that this route was considered the most feasible. On the west the proposed point of crossing the Rocky mountains, as found by Engineer Rogers and settled upon by the company, is Kicking Horse pass, which is about 140 miles north of the boundary line between this country and the British possessions, and nearly 200 miles north of Pend d'Oreille, where the Northern Pacific enters the mountains from the west. From Kicking Horse pass the Canadian Pacific road passes due west to Shuswan lake, and then turns almost due south and runs 200 miles to Thompson river, then bends to the west and strikes the Pacific coast at Port Moody, on the Georgian Gulf.

## THE PACIFIC HEMLOCK SPRUCE.

Great forests of the Pacific hemlock spruce (Morton's) extend along the coast from California to Alaska. It is one of the most beautiful and delicately-foliaged of evergreens, and very spiry, with a broad ground base. They are even more spiry than the eastern Canadian. These tall spruces, farther north, are clad in denser masses of dark green verdure, clothed from the base 100 to 200 feet upward, or more. The body is from two to six feet, and occasionally eight feet in diameter. But along the coast territory mentioned the tree is only from sixty to seventy-five feet in height, and rarely over two feet through. The thickened lower branches aid in tempering the climate in all seasons, and the foliage, unlike redwoods and their like, precipitates little moisture. It is noteworthy how admirably this tree rallies and thickens in the top when broken off by the tempest—which often takes the conceit out of its too ardent aspirations, nature's testimony that it bears training to any reasonable extent, responsive to the bidding of the Master. It is one of the best shelter trees known, wherever it will flourish at all, whether for the orchard, garden, yards, or for game of all sorts.

Contrary to experience and observation relative to most other timbers, the old matured heart-wood is more perishable than the young and sappy poles and branches where they are exposed to the seasons, the latter being less shaky, and absorbing and retaining moisture less readily. For this reason the heart-wood is almost solely used for interior work, where it is little subjected to the extremes of outer temperature, as in the case of rude rafters, where, duly seasoned with the bark on, they are singularly lasting and very elastic, with much of the snap and spring of the yew and cedar, combined with a due degree of strength.

Only in the cold forests of California, contiguous to rivers or cold creek banks at the southern limit of its growth, is the Pacific hemlock spruce ever found much over two feet in diameter, and about sixty or eighty feet high. Up to extreme age it preserves the perfect, symmetrical, spire form, and is altogether less marred by unsightly dead limbs, than its kindred of the East. The same observation applies to Alaska. If the tree were more exposed than in its native coast climate, it might take on a somewhat broader conic style. In the young state, say from ten to fourteen feet high or more, the bark is relatively smooth and even, branches exactly level, thin, fan-like, long and slender, with cherry-brown bark.

## FARMS FOR ALL.

It makes little difference what branch of farming one desires to follow, nor on how large a scale, there is sufficient territory in Crook county (the southern half of Wasco) to meet the requirements of hundreds of men. Of course the soil and climate are not adapted to the cultivation of certain fruits and grain, but all that is to be produced in this latitude anywhere in the United States, may be grown with a greater or less degree of success here. There are thousands of acres of land here, known as sage brush lands, that with a small amount of labor may be converted into profitable farms. The reason that this land has not been subjected to cultivation is owing to the fact that all the first settlers of this section were stock men, and their whole time was occupied in caring for their flocks and herds. But as the natural growth of grass is becoming less abundant, a different industry must be followed, hence the country is being settled by farmers. The land that a few years ago was not thought fit for cultivation has proved itself to be as liberal in its returns, according to the amount of labor expended, as any soil in the state. We are situated in the interior, with no outlet except by teaming, and consequently producing on a large scale does not pay, except in the cases of such staples as can be easily transported, such as wool, beef, etc. But there is a ready sale for all kinds of farm produce. Oats sell for 75 cents the year round; at present wheat is worth \$1.15 per bushel, and the supply is not equal to the demand, while thousands of acres that would give a good yield of either, are lying idle. In reply to those who desire to emigrate to a place where labor will meet its just reward, we give the above as a bit of true information concerning Crook county.—*Princeton News.*

## UPPER COLUMBIA QUARTZ LANDS.

There are large deposits of gold and silver bearing quartz embraced in the Moses reservation on the upper Columbia. Quite a number of claims have been taken up on the Okanagan which lie there unworked because the country awarded to Moses includes the mines. There are, we have been informed, good ledges of the same kind of mineral on the Methow, but as all that portion of Stevens county, above lake Cheelan is within

the reservation limits, the country could not be prospected, nor could the leads be worked that have been discovered. According to a decision lately rendered by the Interior Department, those who had their claims marked out and recorded prior to the withdrawal for reservation purposes, can go to work now and develop them without the restriction the treaty was thought to have imposed. We have seen some very fine specimens of quartz from the Okanagan. Marshall Blinn, Moses Splawn and others have interests in the mines of that section, and have had for several years, but nothing has been done to ascertain their worth since the Howard-Moses treaty. The Methow country prospects equally well, and if the treaty restrictions were once removed, there is but little doubt that it would be soon overrun with prospectors, and leads be discovered that would yield large pay. These leads appear to be of the same mineral that is found in the Cascade mountains, or the head waters of the Yakima. The same belt runs up north through Cariboo, and perhaps the leads in Alaska are all extensions of the same belt. Prospecting has been going on within the last year just over the line in the Okanagan country, and some valuable discoveries have been reported.

## OUR SCENERY.

The great inlet of the North American continent, corresponding to the Mediterranean, is Puget Sound. When the ages have compacted the settlement of this coast and crystallized its colonization, the surrounding scenery will give to its then old towns and cities a remarkable similitude to those on the European sea. Vesuvius affords a restful view to Naples; one of rugged grandeur which never wearies the eye. But Vesuvius is 4,000 feet in height, whilst Mount Rainier, is 14,444 feet above sea level. On days when the atmospheric conditions are favorable, Rainier is seemingly distant from New Tacoma the distance of a gun-shot, while the actual distance, estimated by the scale of a map, is a little under fifty miles in an air line. To the eye of him not familiar with such scenes, the first view of this noble mountain, as first seen from New Tacoma, must be entrancing. A long snow line stretches for many miles on either side of the mountain, and enhances the scenes for some parts of each year. From the upper part of the city may be seen without the aid of a glass three of the noble passes which nature has cleft through the range and invited man to wrestle with her for a gateway to the world's commerce.

## GRAY'S HARBOR.

This harbor gained celebrity by the long discussion of its availability as the terminus of the Northern Pacific railroad. There is little doubt that the country in its vicinity once settled, and proper means used for the drainage of the lands, this harbor and its surroundings would form one of the most desirable points for habitation, along the Pacific Coast. Some day no doubt a wealthy country and population will grow up along its shores and on the small streams entering its waters. Gray's harbor near the ocean is, with its estuary about fourteen miles wide, north and south and from its ocean gate to the mouth of the Chehalis river, east and west some sixteen miles. The water on the northern side of the harbor is shallow, on the south side the water is deeper; on this side is the exit to the ocean, this gateway is perhaps one and a half miles wide. Once within this entrance shipping is secure from rough weather.

The fall of snow throughout the Pacific northwest, followed by the south winds, will prove very beneficial to all fall sown wheat. From present appearances the promise of a large crop, particularly east of the Cascades, are exceedingly bright.