

subsidy has been passed by the Legislature of British Columbia and awaits approval by the Dominion Government, and the project may be looked upon as certain of being carried out. The special advantage of this scheme to Spokane Falls lies in the proposed construction of a railroad from the city to Kettle Falls, on the Columbia, the point where the steamers of the company will be arrested in their progress down the river by natural obstructions in the channel. This will be the end of river navigation, and the easiest and most natural route for a railroad to connect with the Northern Pacific is to Spokane Falls. A company to build this road has been organized and is waiting only for the Kootenai project to be a little further advanced before commencing operations. The probabilities are that the whole route from the city to Kootenai will be under the management of one company.

Notwithstanding the great regions to the south, west and north, that find their natural outlet through this city, it is to the east that the chief attention of the business men is now being turned. Throughout the Great West all eyes are riveted on Cœur d'Alene. Much has been said for and against these new gold fields, and extreme statements have been made by both "boomers" and detractors, neither of which have sufficient evidence to support them. The plain facts are that in the mountains of Northern Idaho, between Cœur d'Alene Lake and the summit of the Bitter Root, or Cœur d'Alene, Mountains, there is a region about thirty miles square, which is deemed by many who have visited it to be the richest in placer and quartz gold now to be found in the United States. This belief is based upon the fact that good prospects have been found on all the creeks and gulches, that the only claim which has been worked to any considerable extent has proved to be an exceedingly rich one, and that samples of quartz ledges, which have been reported to exist in great numbers, have given very large assays. Of course a belief founded upon such evidence is only an opinion, since nothing but a practical working of the placers and ledges can settle the question beyond dispute; yet thousands, not waiting for this opinion to be verified, are crowding into the new mines, and reports received from points far and near are to the effect that the movement in this direction is general. The indications are that fully 20,000 people will visit that region during the spring and summer. Half a dozen new towns have been laid out in the mines, three newspapers have been started, stores have been opened, and all the preparations have been made for prosperous and permanent business.

The only town of any size within easy access of the mines, and the only place where goods of all kinds can be purchased at reasonable prices, is Spokane Falls. A splendid road leads from the city to the foot of Cœur d'Alene Lake, near the United States military post of that name, where has been founded Cœur d'Alene City, a town designed as a final starting point for the mines. Many buildings have been erected there, and preparations are being made to transact a large business. The Cœur d'Alene Transportation Company has constructed a steamer to take passengers from that point up the lake and Cœur d'Alene River as far as that stream is navigable. A daily stage runs from Spokane Falls to Cœur d'Alene City, and as soon as work can be done in the mountains a stage road will be completed into the mines, giving passengers a choice of routes. In either case the general and favorite starting point will be from Spokane Falls. A company has been organized to construct a railroad from the city into the mines, and a bill is now before Congress granting it a charter and right of way. Construction on this line will be commenced the present

season, since its projectors have sufficient confidence in the richness and permanence of the mines to begin work without any other delay than legal complications render necessary. With a railroad furnishing the only adequate outlet to the mines, with a line tapping the grain fields of the Upper Palouse, with another bringing to the city the vast products of the Big Bend, Okanogan and intervening country, and with still another draining the region to the north, Spokane Falls will be the most important railroad center on the line of the Northern Pacific between Portland and Minneapolis; and all these lines are demanded by the developments now going on.

The climate is always an important consideration to one selecting a home, and a few words on that subject will be of interest. Though, in a Pacific Coast sense, the winters are cold and the summers warm, still in the sense in which those terms are understood in Iowa, Illinois and Indiana, they are by no means so. By a native of those great interior States, the winter weather of the Great Plateau of the Columbia would be considered extremely mild, while in summer he would miss those oppressively hot days to which he was accustomed. The thermometer, also, is very deceptive, for even when it reaches the point generally supposed to indicate sweltering heat, the absence of oppressiveness is marked. The nights are always cool and refreshing, rendering light blankets necessary for comfort. Some seasons snow may lie a month or six weeks on the ground. Usually, however, it disappears within a few days. The speedy melting of the snow is due at times to a somewhat remarkable phenomenon. A periodical warm wind blows up the channel of the Columbia from the southwest throughout the year. This is called the "Chinook." Before it the snow melts so rapidly that often in the course of a few hours no vestige remains where it lay a foot in depth a day before. The "Chinook" wind is a great benefit to the country. Its warm, moist atmosphere is doubtless the result of its passage across the great thermal ocean stream, known as the Japan current, which operates so powerfully to mitigate the climate of the entire Northwest coast, that otherwise would be cold and rigorous in the extreme. Further, when it is cold, there are no razor-like winds, as in many localities east of the Rocky Mountains. Nothing could be more thoroughly delightful than the spring and fall months. Spring begins in March with warm, pleasant weather, and lasts until the middle of May. At this season rain falls in sufficient quantity to give life to vegetation and insure good crops, while during the summer months a shower is rare. The farmer can depend upon invariably clear skies in harvest time. There were in 1883 but fifty-six cloudy days reported by the United States Signal Sergeant, although all days with 10 per cent. of cloudy sky were classed as cloudy.

There is one element always present that renders a residence in the city delightful, and that is the beautiful falls from which the city derives its name. They are in some respects the most pleasing in the West, combining grace and grandeur. The river occupies several channels, and for a long distance flows tumultuously over a series of rapids, cascades and falls, the greatest being a single plunge of sixty-five feet. From different points of observation they present varying aspects, so that their novelty never wears away, and in this pleasing variety lies their greatest charm. The rocky banks of the river contain many curious formations, among them being two distinctly carved profiles, which have been christened the "Old Man" and "Old Woman." Our engravings faithfully reproduce these peculiar formations, and one cannot fail to remark the appropriateness of the titles. From its source in the beautiful Cœur d'Alene Lake to its union