

the final survey, and will be ready for the contractor by the first of June. The company has announced its positive intention to construct a temporary line over the mountains, work upon which will be begun as soon as the track reaches a point to make it practicable. It is expected that by the first of July, 1887, the line will be completed so as to permit trains to run through to Tacoma. That the Northern Pacific is in earnest, and that next year Eastern and Western Washington will be united by a railroad across the Cascades is now as certain as anything can be which is not yet accomplished. Active construction is now in progress on the Spokane & Palouse railway, a branch of the Northern Pacific, running south into the Palouse grain region from Marshall, a station on the main line near Spokane Falls. Another company recently organized is the Spokane & Columbia, which proposes to construct a line from Spokane Falls, by the way of Colville valley, to the Columbia at Little Dalles, with a branch from some suitable point to Kettle Falls, a point on the Columbia, from which steamers may run up the stream to Farwell, connecting with the Canadian Pacific. This road will tap the rich agricultural and mineral regions north of Spokane, and will furnish a rail and steamer route into British Columbia, rendering the southern mining districts of the province more accessible, especially the Kootenay region, when the Kootenay railroad is completed. Another feeder of the Northern Pacific much discussed, and to secure which many business men are earnestly working, is a branch from the main line at Ainsworth to Walla Walla, Dayton and other points in that magnificent wheat country lying along the base of the Blue mountains. Such a road would supply the Northern Pacific with two-thirds of its local traffic across the mountains when the Cascades branch is completed. With this branch and a line of steamers on Snake river to connect at Ainsworth, the road would be on almost an equal footing with the O. R. & N. Co. in a region which has given the latter this season seven million bushels of wheat to carry to the seaboard, and which will be able to consume great quantities of Puget sound coal and lumber. It would seem as though without this feeder the Cascades branch would be practically useless as a bond of union between the two great sections of the territory.

In Oregon there are a number of railroad projects, some of which seem to promise great things for this region. The Oregon Pacific, which last year completed a line from Corvallis to Yaquina bay, and thus furnished a portion of the Willamette valley with a new route for wheat and other products to San Francisco, as well as for the importation of goods from that city, has surveyed an extension to Albany and prepared plans for bridging the Willamette at that city. Its officers declare a positive purpose of constructing the road through the Cascades, passing through Crook, Grant and Baker counties to Boise City, where it will connect with some new line from the East. Surveying parties are now at work in Eastern Oregon. If this road represents one of the

great trunk lines, it is as yet unknown which one it belongs to, although both the Union Pacific and Chicago and Northwestern are credited with it. That the Union Pacific should desire an independent route to tidewater is natural, and it is not impossible that it will extend its line from Huntington on the route being surveyed by the Oregon Pacific. The Chicago & Northwestern has progressed as far westward as Fort Fetterman, Wyoming, and its intention to push on to the Pacific is well known. Its route has been indicated to cross Snake river at Eagle Rock, and continuing westward to the north of the Oregon Short Line, pass through the Lost river and Wood river regions to Camas prairie and thence on to the coast. This would bring it very near the line of the Oregon Pacific as indicated above. Citizens of Douglas and Coos counties incorporated in March, last, the Oregon Central R. R. Co., for the purpose of building a road from Coos bay, via Roseburg, across Eastern Oregon to a connection with the Oregon Short Line, with a view of making Coos bay the Pacific terminus of the Union Pacific. A road from Roseburg to Coos bay has been projected for several years, a company has been organized and preliminary surveys made, but the route eastward from Roseburg has yet to be selected. From Roseburg to the coast the proposed road would pass through the finest fir and cedar forests and coal measures known in Oregon. It would give an outlet for Southern Oregon to a good harbor. This road will probably be constructed before many years without reference to the proposed line across the Cascades, which seems to be dependent upon the selection of Coos bay by the Union Pacific for its western terminus, although the company will endeavor to secure capital for its construction as an independent line. Another company has been organized at Eugene City to secure the construction of a similar line from the Oregon Short Line, to cross the Cascades by the Mackenzie pass, a very possible route in case the Union Pacific should decide to cross the mountains and seek a western terminus in this city, or it might be such a route as the Northwestern would consider desirable in crossing Oregon.

Progress is being made on the route from San Francisco to Portland. The Southern Pacific is pushing construction on the California & Oregon, with the intention of reaching Strawberry valley, at the base of Mount Shasta, before winter sets in. This will leave a gap of a hundred miles between that point and Ashland, the southern terminus of the O. & C. Negotiations for the transfer of the latter road to the former are in progress, and would have been concluded ere this but for legal complications. When this is accomplished, work will probably be resumed on the tunnel through the Siskiyou mountains, possibly on a new and shorter tunnel some distance from the old one, and a final connection of the two roads made in about two years. There are other projects, which are not now being pushed. The road up Green river from Seattle will probably be completed to a connection with the Cascades branch as soon as the latter crosses the mountains, thus placing Seattle