

THE OLYMPIC MOUNTAINS.

Norman R. Smith gives us some little idea of that part of Washington designated on the maps as the Olympic range, which has heretofore been almost entirely unexplored. The Olympic range, says Mr. Smith, forms a V, with the apex near the head of Hood's canal, one side of this V terminating in the Jupiter hills, the other extending by Mount Olympus to near Cape Flattery. In front of the base, or open side of this V, stands Mount Angeles, which is the product of volcanic action. There are several streams rising in this territory, among which are the Elwha river, Chambers creek, Skokomish river, Big Quilcene, Quiniault, Solduk—which is the principal affluent of the Quillayute, the largest river on the peninsula—and the Dungeness. There are several lakes, the most noted of which are Sowan lake, Lake Sutherland—which is about three miles long and one and one-half wide—and Crescent lake, which takes its name from its shape. Nearly all these lakes abound in trout; and the outlets to them run through steep canyons whose sides rise hundreds of feet above the water. In the interior, or center of this V, the geological formation is volcanic trap, the soil being excellent, and the valleys are covered with grass (in thirteen varieties) and alder, maple and cottonwood trees; while on the mountains are hemlock, cedar and juniper, and occasionally long-leaved pine is seen. The principal game found there are elk, deer, black bear, panther, cougar, mountain lion and wolf. Mount Olympus, which is the apex of the V, is 8,620 feet high, and is about thirty miles west of the range seen from Seattle; it has on its east side an incipient glacier from which falls a roaring cataract—one of the branches of the Elwha river. Mount Constance is 7,777 feet high, and Mount Angeles is 6,740 feet; the average height of the range is about 7,000 feet, and snow remains all the summer on those above the height of 6,000 feet. A fuller and more satisfactory report will soon be made from this region by an expedition recently sent out by General Gibbon at the request of the Oregon Alpine Club, under the command of Lieutenant O'Neil, signal officer of the Fourteenth United States Infantry. He is equipped in all respects for a thorough scientific and geological investigation of the country, and is accompanied by a botanist, geologist and other scientific investigators, under the auspices of the Oregon Alpine Club, who will assist him in his work.

RAILROAD BUILDING IN MONTANA.

Montana will be the scene of the most active railroad construction in the United States during the present year. In every corner of the state railroad construction is in progress. The finishing touches are being placed on the Butte cut-off, which will to-day be turned over to the operating department. The Northern Pacific branch to Elkhorn is being rapidly built, as well as the Missoula cut-off to the Cœur d'Alenes, which, when completed, will enable the road to still further shorten up its time from St. Paul to the coast. The Galt railroad is going ahead at a rate that insures connection with the Canadian Pacific before snow flies. The Chicago & Northwestern, which is now near the Montana line in Wyoming, is rapidly coming this way, and a few months will bring it within a short distance of the Northern Pacific. Plans are being laid for extensive railroad construction on the west side of the range by the Union Pacific and Great Northern, with the mining and timber regions of Deer Lodge and Missoula as the present objective points. It is only a question of a short time when orders will be issued for the commencement of work on the northern extension of the Great Northern through the Flathead region. A railroad to the Castle mountains, to be completed this year, is assured. At present Townsend is Helena's favorite starting

point for the mineral region, but the belief is gaining ground that a more feasible, direct and beneficial route, as far as Helena is concerned, can be located in a straight easterly direction from Helena. Altogether the outlook for railroad construction in this state is very encouraging, and it will not be many years before Montana will be traversed in its entirety by all the great western railroads, among which will be the Burlington & Northern—*Helena Independent*.

UMATILLA WARM SPRINGS.

Situated on the Umatilla river, in the Blue mountains, between Adams and Summerville, and on the old Thomas & Ruckles toll road, is one of Eastern Oregon's most famous summer resorts—the Umatilla warm springs. They are under the supervision and management of J. B. Purdy, a very pleasant and agreeable old gentleman, in whose possession they have remained for eight years. The water, which contains quantities of sulphur, iron, saltpetre, magnesia and salt, gushes, almost boiling warm, from two springs in the huge rock that forms the base of the high and almost perpendicular wall of the mountain's side. It is conducted through wooden troughs to a suite of bath rooms. Five hundred people were estimated to have been camped on the grounds on the fourth of July this year. These springs, being situated but six and one-half miles from Mikecha, a station on the railroad, and offering, as they do, an inducement for bathing and drinking, will make them a famous watering place and summer resort for tourists, invalids and pleasure seekers from many parts of the state.

Since the chamber of commerce, of Port Townsend, Wash., offered a bonus for telegraph connection, it being served at present only by a local company, there has been a lively race between the Western Union, the Pacific Postal and the Oregon Improvement companies for the coveted prize. The Pacific Postal, however, seems to have captured it, and offers to build from Olympia, 112 miles, for \$12,000, which may be paid in telegraphing. This proposition has been accepted. Port Townsend is also to be connected by telegraph with Vancouver, B. C., via Victoria, and will form the United States terminus of the Canadian Pacific railroad telegraph, whose extreme eastern end is Halifax, Nova Scotia.

WEST SHORE has often spoken of the giant timber of the Pacific slope. A cedar tree on J. M. Hackett's place, in the Kalama valley, is eighteen feet through and 360 feet high. Whole townships of land in that section are covered with fir trees which are from 250 to 350 feet high. The *Cowlitz Bulletin* says one of the residents of that locality built a house 22x30, one and one-half stories high, and a barn 24x36 feet, out of the lumber from one tree, and had piles of lumber and fence posts left.

The specifications for the Northern Pacific car and machine shops in Ellensburg, Wash., have been received. They are to be completed October 15th, and will cost \$100,000. The round house will have fifteen stalls; the machine shops are to be 62x112 feet; the engine house for machine shops, 23x40 feet; the blacksmith shop will be 39x40 feet. Coal storehouses will also be erected.

The Oregon Metallic Paint Co. has been incorporated at Lebanon, Or., has machinery on the ground and will proceed to develop the paint mines near that place. The quality is said to be very superior.