

AN INTERNATIONAL WEDDING.

On the fourteenth of February a ceremony was performed that united forever the extreme western province of Canada with the extreme north-western state of the union with hands of steel. The last spike was driven uniting the Fairhaven & Southern and the New Westminster Southern railroads, making a continuous line from the American transcontinental roads at Seattle to the great Canadian Pacific at New Westminster, B. C. The ceremonies were held at the international line, just in the edge of the town of Blaine, through the northern portion of which the boundary line runs. About 5,000 people were present at the ceremony, nearly every city and town of the Puget sound country on both sides of the line being represented, those from the south coming by boat and train and those from the north by train. There were present Governor Nelson and lady, of British Columbia, Governor Laughton and lady, of Washington, and many officials of the state, province, cities and railroads, besides prominent citizens.

Directly over the boundary line a beautiful arch was erected, one end in Washington and the other in British Columbia, decorated with flags and bunting, the north side bearing the inscription "Blaine, B. C." and the south side "Blaine, Washington." Suspended in the center were two clasped hands. Portraits of Queen Victoria and President Harrison ornamented the arch. Directly under the arch the last tie was laid and then the two connecting rails were put in place and all the spikes driven except the four on the boundary line, for which places silver spikes had been provided. Governors Nelson and Laughton approached from opposite sides of the line, and after being introduced by J. J. Donovan, chief engineer of the Fairhaven & Southern railroad company, each drove one of the silver spikes, the other two being driven by John Hendry, vice president of the New Westminster Southern, and C. X. Larabee, president of the Fairhaven & Southern. Two of the spikes had the initials of one road upon them and two the other. The wives of the two governors were each presented with a solid silver hammer, inscribed "International Boundary, February 14, 1891. New Westminster Railway, B. C. Fairhaven & Southern Railway, Washington." After prayer by Rev. D. B. Brown, the two locomotives advanced and touched pilots at the boundary line amid the cheers of the crowd. A procession was then formed, and marched through the streets of Blaine to the opera house, where a speech of welcome was made by Mayor Cornish, which was responded to by Governor Nelson, Governor Laughton, Hon. H. Y. Thompson, Mayor Brown, of New Westminster, Hon. John Robson, premier of British Columbia, and Hon. Jay Ewing, U. S. consul at Victoria.

The importance of this event can not be overestimated, as it opens up to the people of each section the entire railroad system of the other, and is one of the steps necessary to the commercial union of the two countries, toward which great progress has been made the past few years. The city of Blaine, named in honor of the Maine statesman, from whom a telegram of congratulation was received during the ceremonies, lies on Drayton harbor, one of the

best on Puget sound, directly opposite the best passes in the Cascade mountains for railroad purposes, and surrounded by the greatest area of agricultural land in the entire Puget sound country. It has grown with great rapidity the past year, and this event will give it new importance and increased impulse.

One of the first results of this junction of the western ends of the railroad systems of Canada and the United States will be the running of trains of the Great Northern system to Seattle over this route. The Great Northern is building westward from Montana to Seattle and Portland, but two years will elapse before its line will be completed, and it is stated that a trackage arrangement is being perfected with the Canadian Pacific by which the Great

Northern can at once begin running transcontinental trains. It is probable that this great system will have a number of terminal points on the coast, the most northern of which will be Blaine and the most southern Portland, the latter being reached by a line now being constructed from Puget sound conjointly by the Great Northern and the Union Pacific, and also by a line down the north bank of the Columbia from Eastern Washington, the one for which Portland subscribed two million dol-

lars in bonds to George W. Hunt a year ago. One can but predict for Blaine, within whose limits this wedding of the rails took place, a period of growth indefinitely extended. A city standing in the doorway between two nations, whose interchange of commerce is increasing with great rapidity, must enjoy a healthy prosperity, and especially is this true when that city is a sea port and possesses such a magnificent harbor as that upon which the "International city" is located.



DRIVING THE SILVER SPIKES AT BLAINE, WASHINGTON.

THE WASHINGTON SOLDIERS' HOME.

Washington is the first of the northwestern states to provide a home for old and helpless soldiers. Provision was made for this by the first legislature and a Washington Soldiers' Home commission appointed to select a site, procure plans and erect the building. Orting, a town in the famous Puyallup valley, offered to donate \$10,000 to the fund if the home were located in that town, and this offer was accepted. The accompanying engraving was made from plans prepared by W. A. Ritchie, of Seattle, who has drawn the plans for so many of the public edifices of Washington. The home grounds will be beautifully ornamented, and the house itself will possess all the conveniences and requisites for comfort and health such an institution should have. Orting is one of



WASHINGTON SOLDIERS' HOME.

the five towns of the Puget sound region, and is especially desirable as a location for a public institution.

E. Meeker & Co's hop circular states that official figures show a larger crop of hops in Oregon and Washington in 1890 than formerly estimated, being 25,000 bales for the former and 30,000 for the latter, having a total value of \$4,000,000. This is a good showing for but a single industry.