

SEATTLE, LAKE SHORE & EASTERN.

Contract Let for the Construction to Spokane Falls—The Line to be Completed Within Two Years.

A contract for the construction of the main line of the Seattle, Lake Shore & Eastern railway, connecting Seattle with Spokane Falls, has been let to the millionaire contracting firm of Evans & Donald, of New York, says the Seattle Post-Intelligencer.

The route from Seattle eastward is through the largest hop yard in the world, located in the Snoqualmie valley and skirting along the bank of the famous Snoqualmie falls, thence along the Snoqualmie prairie and Snoqualmie river, to and through an immense forest of timber twenty miles long and eight miles wide.

As the road emerges from this forest it penetrates the great mineral belt of the Cascade range, tapping rich beds of anthracite coal, not yet developed, and immense deposits of limestone and marble. This brings the road right into the heart of the famous iron mines of the Snoqualmie, which have been owned by citizens of Seattle for more than twenty years.

When the line reaches the summit of the Cascade mountains in the Snoqualmie pass it will be only 125 feet above the elevation of the Northern Pacific tunnel through the same range of mountains, which cost \$2,000,000, and over 500 feet below the level of the switchback.

Leaving the pass the road skirts along the shores of Lake Kitchikan, a picturesque little body of clear water, one of the most beautiful mountain lakes in the world. The road proceeds thence by easy grades and inexpensive construction to the mineral regions of the Cle-Elum and on down through the fertile and beautiful valley of Kittitas, a rich and productive garden thirty miles in extent, and peopled with a thrifty and enterprising people, who, on account of having no railroad facilities to transport their products to market, have gone extensively into the stock raising business.

At Ellensburg the road takes a fresh start for the Columbia river, traversing the great bunch grass and stock raising section of Eastern Washington. The Columbia will be crossed by an iron bridge at or near Priest's Rapids, from which point the road will bear away northwesterly to the Big Bend country and the enterprising city of Spokane Falls. The Columbia river will be a great lateral feeder, and it is believed it will tax the utmost capacity of the road to carry the grain which will come up the river. Branch lines will be built in Eastern Washington, and a connection with the Canadian Pacific is also promised.

SOMETHING ABOUT WOOL.

Which Should be Read by Every Wool Grower in Umatilla County and Elsewhere.

The Hon. Charles Miller, of Sacramento, who for thirty years has been recognized as one of the largest wool growers in the State of California, has recently placed himself on record as being in favor of the abolition of the duty on wool.

"I used to own 8,000 sheep, but the past four years of protection have almost ruined the business, and I have been gradually working off my stock, knowing that a thing is now going the production of wool will soon be a ruinous enterprise, as indeed are all others over which the inclusive mantle of a protective tariff are thrown. I believe that a tariff for revenue is a necessity and a benefit to the country at large. On the masses of the people prosper, but the height of absurdity is attained when we find the necessities of life taxed by a heavy protective tariff, resulting in the enrichment of a few by impoverishing many. You might as well talk of protecting wolves among a band of sheep. That is all our so-called protection amounts to. In 1859 I sold wool for sixteen cents per pound; to-day I sell it for eight cents, sometimes getting as much as twelve cents. In 1862 there was no demand for wool, neither was there any protective tariff, yet wool took care of itself at sixteen cents, or nearly twice what it will bring to-day under a protective tariff of ten cents per pound. In fact, I am glad to sell wool to-day at the price of the tariff alone, to say nothing of the cost of the foreign product exclusive of the tariff. For instance, the lowest grade of Australian wool costs sixteen cents per pound. Three or four cents more must be added for freight and brokerage, which, with two cents duty, augments the price of Australian wool in this market to twenty-nine or thirty cents. From this showing you see that the tariff is no protection at all to the wool grower, because the first cost of laying even the poorest goods in the market is more than our wool brings. Our best wools do not bring over sixteen cents, while Australia's lowest grade cannot be had for less than nineteen cents."

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The position of Mr. Blaine's "Twenty Years in Congress" is taken up, his assertions upon the Tariff analyzed, criticized and made to furnish their own refutation.

INDORSEMENTS:

The form as well as the substance of the book is most admirable, and I have seen nothing surpassing it for use in the great work of spreading the truth among the people. DON M. DICKINSON, Postmaster General.

It is an able and logical exposition of the injustice and delusions of the protective theory. The work is timely, and a very valuable contribution to the literature of tariff reform. R. W. TOWNSEND, M. C.

I notice that this book is receiving great commendation. It is bathed upon fundamental truths, and I wish that the facts and arguments may be in the hands and minds of every citizen called upon this year to vote upon the great economical questions of surplus and tariff. GEN. JOHN C. BLACK, Commissioner of Pensions.

We take pleasure in giving this work our hearty indorsement, and recommend that local committees and clubs assist in extending its circulation among the voters of Illinois. STATE DEMOCRATIC CENTRAL COMMITTEE OF ILLINOIS.

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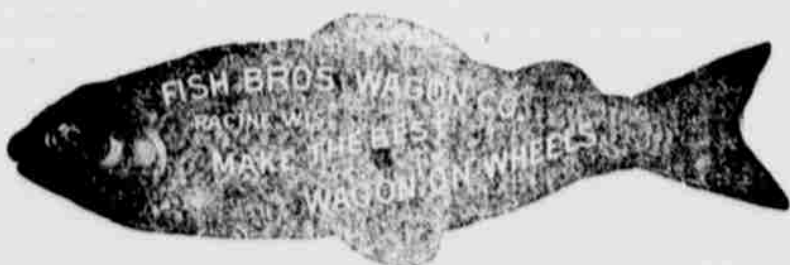
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