

Mr. Brown concludes his report on the Coal fields of Washington Territory as follows :

That there is good coal universally diffused, in quantities inexhaustible and generally accessible for transportation, cannot be doubted.

The U. S. Land Commissioner, Hon. Joseph S. Wilson, in his report for 1869, said :

The Northern Pacific offers a pretty safe guarantee against those formidable obstructions from snow which the more southern route has already experienced. The undeveloped resources of this Company are attracting the attention of capitalists. Its landed subsidy is double that of the Union Pacific Road. Comparatively a very small portion of this line runs through an elevated region. Governor Stevens [who repeatedly passed over the route of the Northern Pacific Railroad, and studied it in all its aspects] was of the opinion that *not more than one-fifth of the land from Red River to Puget Sound is suited to cultivation, and that this fifth is largely made up of mountains covered with bunch grass and valuable timber and filled with precious metals.* It is evident that an immense agricultural area is here awaiting development. The great wheat-growing regions on the left bank of the Upper Missouri promise speedy settlement upon the opening of an avenue for the transportation of their products to market. Each section of the Road as it is completed, will, from local traffic alone, find ample returns for its investment.

The *New York World* in a long article on the Northern Pacific Railroad, referred to its land grant as follows:—

Doubtless this road will be a great benefit to the region through which it passes, opening it up to immigration and enterprise; but although it is now too late to protest against such an enormous grant, it may be questioned whether it is a right policy to lavish empires on private corporations. It of course insures the repayment of the money invested in building this road, for while there is not a single case on record of the first mortgage bonds of one of our large railroads not being met at maturity, *it seems as if it were beyond the limits of dishonesty or maladministration to imperil the bonds secured by this grant.*

COST OF ROAD.

W. Milnor Roberts, in his special Report of Reconnoissance of the Route of the Northern Pacific Railroad, estimated the cost at \$42,638 per mile. My limited space will not admit of giving more than a brief extract, the report itself will be cheerfully furnished on application. He says:—

In making this estimate, I assume that the graded road-bed, bridges, culverts, etc., are to be such as we find on our first-class roads; and that the track is to be thoroughly constructed, with rails of sixty pounds per lineal yard, put together with the most improved joint-ties, and completely ballasted with gravel or broken stone.

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The highest ground encountered between Lake Superior and the Missouri river, at the mouth of the Yellowstone, is only 2300 feet above the sea, the low summit of the Rocky Mountains is but little over 5000 feet, and the Bozeman pass, through the Belt range, is assumed to be about 500 feet lower. The height of the country upon which the line is traced, and upon which my esti-