

in values, placing \$2.50 as the lowest price per acre for any land except to settlers, and limiting them to 160 acres.

Before leaving this subject, I would call your attention to the fact that this timber in your grant, and in the grant of the Canadian Pacific Railway west of the Rocky Mountains, is the only available timber for over one thousand miles of country along the line of the railway immediately east, and that its demand over the line of the Canadian Pacific will be such as to place a ready market at your service for your entire grant as rapidly as you feel inclined to dispose of it. Another market quite as extensive, and open now without even waiting for the Canadian Pacific, and covering a country with an already large and rapidly increasing population, and traversed with lines of railway and steamboat navigation, is that portion of the United States known as Eastern Washington Territory, Idaho, and Montana. [See report of Capt. A. T. Pingstone, appendix.] At a nominal cost, compared with many eastern streams, the Columbia would carry a drive, or any number of drives, directly to the Northern Pacific Railroad, the Oregon Railway and Navigation Company's lines, besides floating past a vast and fertile section of the country known as the Great Plains of the Columbia, situated in the bend of the Columbia in Eastern Washington, and now beginning to receive a goodly share of the coming immigration.

There is no means of estimating the value of your timber alone—taking into consideration the comparatively small cost of delivering to a now available market that has exceedingly large demands, and is almost destitute of the article required: in fact, quite destitute of the quality you are able to furnish.