

TIMBER.

In the valleys of the East and West branches of the North fork and the valleys of the tributary streams, such as Savage, Bluejoint, Meadow, McFarland creeks, etc., there is a large quantity of fine timber which would be made accessible by the extension of the railroad. The following estimate of the quantity, variety, and value of this timber was obtained from the Western Pine Lumber Company, of Grand Forks, and from the report of a professional timber-cruiser, B. Bahnbirge:

Location of Timber.	Estimated Quantity.
14 miles from Grand Forks	58,000,000 feet.
17 to 21 miles from Grand Forks	13,000,000 ..
21 to 30 miles from Grand Forks	15,000,000 ..

	86,000,000 ..

The above represents practically all the timber for the first twenty-nine miles north of Grand Forks, except the cottonwood in the river-bottoms, suitable only for pulp-wood and which is roughly estimated at 110,000,000 feet.

West fork, north of C.P.R. R.R.	140,000,000 feet.
.. C.P.R. R.R.	40,000,000 ..
.. last third north	45,000,000 ..

	225,000,000 ..

East fork on Savage creek	20,000,000 ..
.. on Bluejoint creek	40,000,000 ..
.. on Meadow creek	20,000,000 ..
.. on McFarland creek	80,000,000 ..
.. on north of McFarland creek	30,000,000 ..

	115,000,000 ..

	86,000,000 ..

	501,000,000 ..

The average varieties of this timber are estimated as follows: -

White pine ..	5 % or 25,000,000 feet.
Cedar	25 % or 125,000,000 ..
Larch	25 % or 125,000,000 ..
Fir	15 % or 75,000,000 ..
Hemlock	15 % or 75,000,000 ..
Spruce	15 % or 75,000,000 ..

	100 % or 500,000,000 ..

The value of this timber a thousand, as standing timber, may be taken as about \$2, which would mean that there is about \$1,000,000 worth of standing timber in the district which would be made available by the construction of the railroad as contemplated.

By referring to Map No. 1, showing the location of the timber and the principal mining properties, as well as the location survey of the projected railroad, one may get a general idea of their relative positions.

AGRICULTURE.

The valley of the North fork of Kettle river and the tributary valleys of the East and West branches of the North fork contain a large amount of land which is adapted to agricultural purposes, and which should prove largely productive under cultivation if transportation facilities were available for the economical marketing of such produce.