

commanding the fertile region through which it runs as well as the great valleys of the Saskatchewan and the Red River of the North, of our British neighbor. It will have a length of about fifteen hundred miles, crossing the Mississippi and Missouri rivers and ascending the valley of the Yellowstone to near the "Mauvais Terres," that wonderful land recently dedicated by Congress as a grand National Park. The Rocky Mountains are crossed in Montana and the Columbia River in the Territory of Washington. The route then descends that river, on its northern bank, to Kalama, sixty-five miles from the sea, whence it runs to Puget Sound. Of this portion of the Puget Sound division about thirty-one miles are now finished, running through the beautiful valley of the Cowlitz to the town of Pumphrey's Landing, or Lenino, and will soon be constructed to Olympia, the capital of the Territory. This division, from Kalama to Olympia, will have a length of ninety-five miles, and besides accommodating the business of a section of country of abundant resources will form the northern link in the great chain of railways running parallel with the Pacific Coast, connecting the waters of the Sound with the Gulf of California, or Bay of San Diego, and San Francisco as the central point.

OREGON AND CALIFORNIA RAILROAD.—The City of Portland, although untouched by the Northern Pacific trans-continental line, may still be regarded as the central point, on the Pacific Coast, of the Northern System. That city, from its fine harbor, rich surroundings and lines of river navigation, is fixed as the commercial entrepot of the north, and ultimately will have rail connection with all existing roads. The Oregon and California, together with the California and Oregon Division of the Central Pacific, connects the Northern with the Central System. This has its initial point on the east bank of the Willamette opposite the City of Portland, the place bearing the name of East Portland, and is now completed to the Town of Oakland, in Douglas County, a distance of one hundred and eighty-two miles. The principal towns on the route are Oregon City, Salem, Albany and Eugene, with numerous other villages and stations. For upward of one hundred and forty miles the road traverses the fertile valley of the Willamette, thence over gently rolling hills it enters the valley of the upper Umpqua, the entire section being well occupied and possessing resources and attractions scarcely surpassed by any equal area of the globe. The projected route continues to the southern boundary of the State, a distance, on the stage road, of one hundred and sixty miles, where it will connect with the line going northward, from Sacramento, making a continuous railway from the capital of Oregon to the capital of California, a total distance of six hundred and forty-two miles. At present a gap exists of two hundred and ninety miles in extent, from the southern terminus of the Oregon and California at Oakland to the northern terminus of the California and Oregon at Redding. The company is chartered by Congress, and is richly endowed by National and State subsidies, having a land grant of twelve thousand eight hundred acres per mile of road. Work was commenced in 1869 and energetically prosecuted until the present terminus was reached in the Summer of 1872.

OREGON CENTRAL RAILROAD.—This was commenced at the same time as the Oregon and California, and contended for the subsidies offered by Congress to such company as would first construct a certain number of miles of road with the intention of extending it southward to the State line, but soon abandoned the contest. Subsequently, its property and franchises falling into the hands of the rival company, work was resumed for the development of the country west of the Willamette River. The Oregon Central is now completed to Gaston, thirty-seven miles from Portland, traversing a fertile, well-timbered and interesting country. Its route extends up the valley of the Willamette to Junction City, one hundred and eleven miles from Portland, where it will unite with the Oregon and California Railroad. From the Town of Cornelius, a point on the road twenty-five miles from Portland, it is proposed to construct a railroad to Astoria, at the mouth of the Columbia River, and to aid the project liberal grants of land have been made by Congress.

NEWPORT AND COOS BAY RAILROAD is a short and private line of but three miles in length, employed in the transportation of coal from the Newport mines to the ship landing on the bay. This is a narrow gauge, and bears the distinction of being the first on the coast operated with a locomotive, this distinction dating from 1871.

THE WALLA WALLA VALLEY RAILROAD, extending from Wallula on the Columbia River to the thriving Town of Walla Walla, is a project of the past year, and work has progressed with considerable energy. The distance is thirty miles, through one of the loveliest and most fertile valleys of Washington Territory.

CASCADES RAILROAD.—The great Columbia is navigable for sail vessels and steamers for many hundreds of miles of its course, although broken by rapids as at the Cascades and the Dalles. To pass these obstructions railroads have been constructed. The first is at the Cascades, where the mighty river rushes through the Cascade range of mountains. This railroad is on the north side of the river in Washington Territory, is six miles in length, and connects

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