OF OREGON'S RAILROADS

And Their Important Connections—The Big Trunk Lines.

SYSTEM OF ROADS CENTERING AT PORTLAND

The Great Railroad Center of the Pacific Northwest—New Lines Contemplated—The Astoria Road—Advantages of the Columbia River Route.

THE location of Portland geographically is such as to make it the natural great railroad center of the Pacific coast. All the best passes through the Rocky mountains open into the vast territory drained by the Columbia river and its many tributaries, and the natural route for railways through the mountain chains west of the Rockies follows generally the course of the rivers.

As nature selected the courses for the streams, all finding their way to the sea via the Columbia river, so engineering science locates the easy, uniform grades for railroad traffic down the Columbia to Portland, rather than over the heavy mountain grades to any other seaport.

While railroads have been, and will continue to be, built over mountain chains, a well-founded law of railroading must direct the commerce, other than that local to other points, over the natural route with the easy grades, from the great interior sections and the Rocky mountain passes following the course of the rivers for which nature unerringly surveyed many centuries ago.

Long before there were any railroads in the far West, the commerce of the Northwest had taken this course, and Portland had become its center. When railroads were projected, Portland was made their initiative or objective point, because of its commercial importance. Railroads did not make Portland the metropolis of the Northwest. They made this city their terminal because it was the metropolis. As Chicago is the great railroad commercial center of a vast territory because of its favorable location and altitude as a receiving and distributing market, so Portland, similarly situated relative to the great Pacific Northwest, is its railroad center.

"All roads led to Rome" centuries ago, and all transcontinental railroads, with a single exception (the Atlantic & Pacific), lead to Portland today. It is the actual terminus of the great Southern Pacific system; the Northern Pacific railroad; the center, and its tributary territory the circumference, of the Oregon Railway & Navigation Company's lines; the practical terminus of the Union Pacific system, which uses the O. R. & N.'s line from Huntington; a practical terminus of the Great Northern, which uses the O. R. & N.'s line from Spokane; a commercial terminus of the "Soo" and Canadian Pacific, they using the Great Northern's tracks from Minot to Spokane, and the O. R. & N. from Spokane to Portland; and of the great Burlington system, which uses the Northern Pacific tracks from Billings to this city. All of these roads not actually built into Portland have close traffic agreements under which they reach this city for all practical commercial purposes. In addition, the Chicago & Northwestern has traffic arrangements with the Union Pacific, under which their cars, both passenger and freight, run into and out of Portland every day. The Rock Island, Omaha, Wisconsin Central, Milwaukee and Pennsylvania roads have connections which enable them to do business into and out of Portland, and all are represented here.

THE LOCAL LINES

Tapping the Vast Territory Tributary to Portland.

HIS great Willamette valley is tapped for Portland by the several lines of the Southern Pacific in Oregon, the East Side, or main line, also bringing the Umpqua and Rogue river valleys, Southern Oregon and Northern California into the territory tributary to this city. The main line in Oregon is 241 miles in length. The branch from Woodburn to Natron is 93 miles in length; the West Side division, from Portland to Corvallis, 97 miles; the branch from Albany to Lebanon, 13 miles; the line known as the narrow gauge, though it has been widened to standard gauge, from Portland to Airlie, 80 miles; the branch from Junction to Sheridan, 7 miles—making up a total mileage of 631 miles of the Southern Pacific Company's lines in Oregon, every foot passing through a rich territory tributary to Portland.

The Oregon Railway & Navigation Company's lines have a total mileage of 1058 miles. The 401 miles between Portland and Huntington taps a territory dependent almost absolutely upon the Portland market, Pendleton being the only point on the line reached by any other road. The branch from Willows Junction to Heppner, 45 miles, and the branch from La Grande to Elgin, 21 miles, open these sections to Portland exclusively. The remaining 588 miles, mostly in Washington, passes through territory principally tributary to Portland, but reaching some points competitive for both Portland and the Sound, and others competitive for both Portland and Spokane. The line from Pendleton to Spokane is 251 miles in length; that from Umatilla to Walla Walla, 58 miles; the branch from Walla Walla to Dixie, 12 miles; from Dudley Junction to Dudley, 2 miles; the branch from Bolles to Dayton, 12 miles; the Starbuck-Pomeroy branch, 30 miles; the Lacrosse-Connell branch, 53 miles; the Colfax-Moscow branch, 28 miles; the line from Winona to Seltice, 48 miles; the branch from Tekoa to Mullan, 87 miles; and that from Wallace to Burke, 7 miles. Many of the points reached by the O. R. & N. lines in Washington are reached by the Northern Pacific, and others by the Hunt system, which is operated in such close connection with the Northern Pacific as to be practically a part of that road's system. None are reached by any line not making Portland its commercial terminal.

The Northern Pacific, with 1160 miles of main lines and branches in Oregon and Washington, reaches principally points tributary to Portland either absolutely or as a competitor with the Sound cities and Spokane. The Oregon Pacific, 128 miles in length, running from Yaquina to Detroit, and connecting with both the East and West Side lines of the Southern Pacific for Portland, passes through a country distinctively tributary to this city. The Hunt system, 180 miles in length, running from Pendleton to Dayton, with a branch from Eureka to Pleasant View and another from Killian Junction to Athena, affords a valuable feeder for the Northern Pacific, and connects at different points with the lines of the O. R. & N. Co. Considerable territories on the Union Pacific in Southern Idaho, the Southern Pacific in Northern California, and the Northern Pacific and Great Northern in Northern Idaho and Montana, are also tributary to this city, so that the local business of Portland uses not less than 4000 miles of railroad in its distribution.

A BRIEF HISTORY.

Early Railroad Construction in the Great Northwest.

The first railroad constructed in Oregon, with the exception of the old portage railway between The Dalles and Celilo, built by the Oregon Steam Navigation Company in the early '60s, was the Oregon & California, now a portion of the main line of the Southern Pacific. In 1863 Mr. S. G. Elliot came to Portland and endeavored to interest the people of Oregon in a preliminary survey of the route for a railroad from Portland to Marysville, Cal. Here he met Mr. George H. Belden, and these two gentlemen subsequently agreed to make conjointly such a survey. In the spring of 1863 a party of 12 men commenced a preliminary survey of the route at Red Bluff, Cal., and by November of that year had completed the survey as far as Jacksonville, Or. About that time Elliot and Belden had a disagreement and the compact between them was dissolved. Colonel Charles Barry, who had joined their party, concluded to continue the work, and most of the party went into camp at Jacksonville for the winter. In May of the next year the work was resumed and the party reached Portland the following September. Mr. Joseph Gaston, who had become interested in the project, went before the legislative session of 1864 and secured the passage of a bill by that body, offering aid to the amount of $250,000 to build a railroad and telegraph line from Portland to Eugene. This law, however, became void by reason of its provisions not being complied with.

Colonel Barry made a report of the survey, which was published in pamphlet form, and in December, 1864, he went to Washington and presented his reports, maps, etc., to the congressional committee on railroads. At that session a bill was introduced, offering a land grant for the construction of a railroad and telegraph line between Portland and a junction with the Central Pacific road in California. The bill became a law two years later.

In September, 1868, the Oregon Central Railroad Company of Portland was incorporated in Portland. The following gentlemen were the original incorporators: J. S. Smith, I. R. Moores, J. H. Mitchell, E. D. Shattuck, F. A. Chenoweth, Jesse Applegate, Joel Palmer, H. W. Corbett, M. M. Melvin, George L. Woods, R. R. Thompson, J. C. Ainsworth, C. H. Lewis, S. G. Reed, John McCraken, B. F. Brown, Thomas H. Cox and Joseph Gaston. The capital stock was $5,000,000, divided into shares of $100 each. The termini of the road were fixed for the northern end at the city of Portland, and for the southern end at or near the state line between Oregon and California.

A rival company was incorporated at Salem in April, 1867, and was known as the Oregon Central Railroad Company of Salem. The incorporators were: John H. Moores, J. S. Smith, George L. Woods, E. N. Cooke, S. Ellsworth, I. R. Moores and Samuel A. Clarke. The capital stock of this company was fixed at $7,250,000, divided into shares of $100 each, and its purpose was to build a line from Portland to the California line.

There followed a bitter contest between these rival companies as to which was entitled to receive the land grant. The question rested with the state legislature. The election of members of the legislature in 1868 was conducted principally upon that issue. The battle was a pitched one, and the Salem company was designated by the legislature as entitled to receive the lands in Oregon and the benefits and privileges conferred by the act of congress. Prior to the enactment of this law, the company incorporated at Salem, and which had come to be known as the East Side Company, had commenced work.

It was on April 16, 1868, that the formal breaking of ground for the East Side railroad occurred. The place selected was about 300 yards from the east bank of the Willamette river, and about three-quarters of a mile from the present East Portland depot. The occasion was a gala day for Portland. Flags were flying from every available staff, and a procession marched from the city to the spot, preceded by the Aurora brass band. The day previous, April 15, the first breaking of ground for the West Side road, the one projected by the Portland company, occurred in the south part of the city. The first spike driven was in the East Side railroad, October 29, 1869. Under the land grant, the first section of 20 miles had to be constructed by December 24, 1869. The first 20 miles was completed the night of December 24, 1869, and an excursion was run over it from Portland to the temporary terminus at Parrott creek in honor of the event.

The stock of the company had fallen into the hands of Ben Holladay prior to this, and it was under his regime the first spike was driven and the first section completed.

In March, 1870, the Oregon Central Railroad Company of Salem transferred all its rights, property, franchises, etc., to the Oregon & California Railroad Company, which had been organized in Portland the 17th of that month. Ben Holladay was president of the new company, W. L. Halsey vice-president, and A. G. Cunningham secretary. The road was completed to Salem September 29, 1870, and reached Albany December 25, 1870. It was completed to Eugene October 9, 1871, and to Roseburg December 3, 1872. In October, 1873, default was made in the payment of interest on the first-mortgage bonds of the road, and in July, 1874, Henry Villard came to Portland as representative of the German bondholders. Holladay continued in nominal control until April 15, 1876, though Villard was in actual control under an agreement between Holladay and the bondholders. In 1876 the bondholders bought Holladay's interest in the road and the latter retired from it altogether. During the time Villard represented the German bondholders, the line was extended from Roseburg to Ashland, the West Side road was extended from St. Joe to Corvallis, and the branch line was constructed between Albany and Lebanon. The roads were sold to the Southern Pacific Company early in 1887, after the failure of the Oregon & Transcontinental Company, into which they had been drawn by Villard, and December 17 of that year the connection was made at Ashland by which Portland was given a rail route to San Francisco.

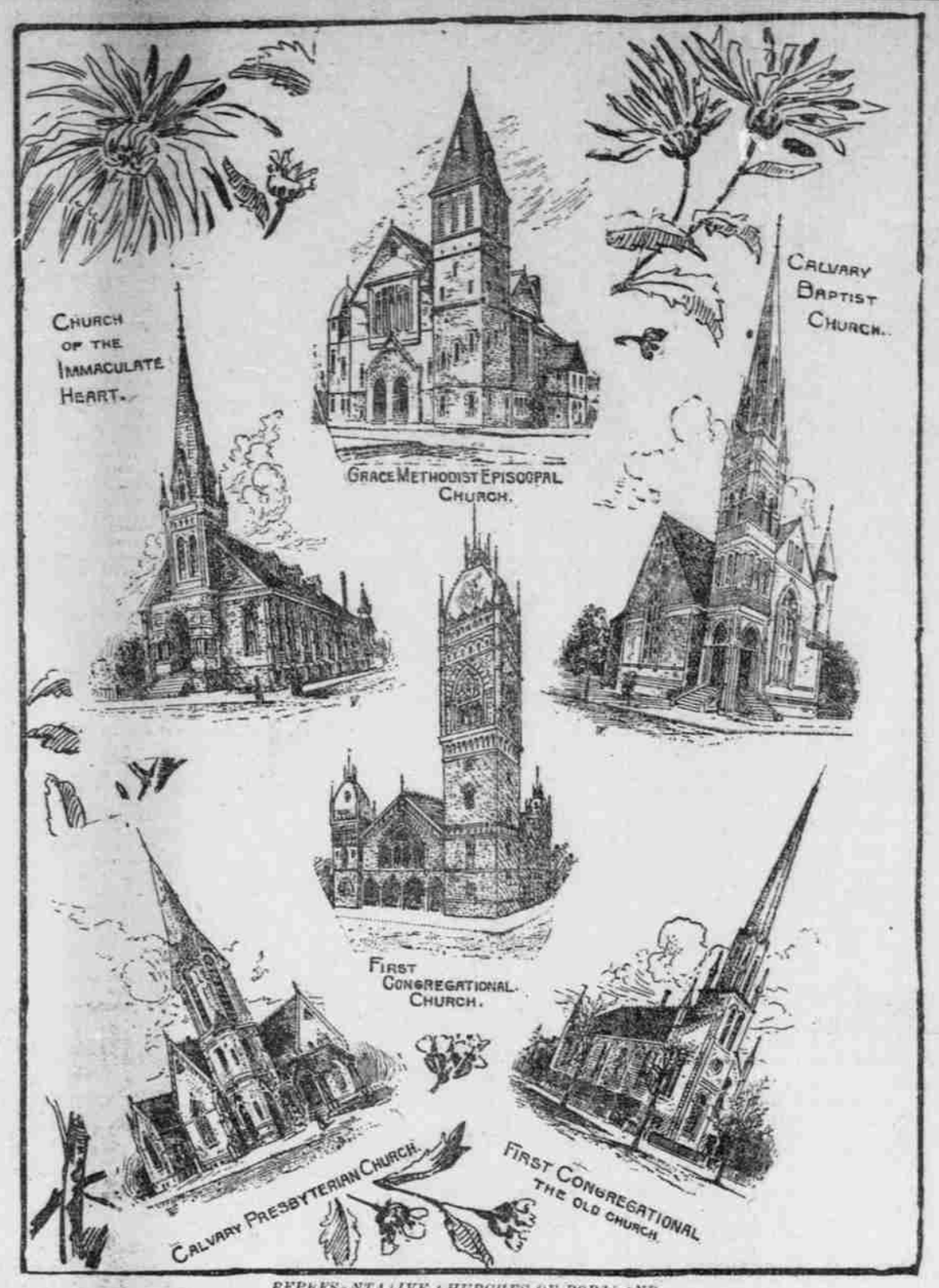
THE VILLARD COUP.

First Transcontinental Line Makes Portland Its Terminal.

PRIOR to that date, however, Portland had been given a transcontinental connection by the completion of the Northern Pacific railway to a connection with the lines of the O. R. & N. Co. in 1883. No land grant had been made for the building of a transcontinental line to Portland, though one had been given for the construction of the Northern Pacific to Puget sound, and it was the commercial importance of this city that secured to her the first transcontinental railroad to the Northwest. The events leading up to it were of a memorable character. Villard had formed a company which had purchased the lines of the Oregon Steam Navigation Company, and had merged them into the Oregon Railway & Navigation Company. This company was building a line along the Columbia river when Villard executed a bold plan, going into Wall street and securing control of the Northern Pacific. The O. R. & N. Co.'s lines, the lines of the Oregon & California and of the Northern Pacific were joined under the Oregon & Transcontinental Railroad Company. The work of construction was pushed to a connection and at the same time the line from Portland to Tacoma was completed.

Shortly afterward the Villard collapse came. The Oregon & Transcontinental failed, and the three roads in its system fell apart. The Northern Pacific continued to use the O. R. & N. tracks until the completion of its own line across the Cascade mountains to Tacoma, when it was enabled to reach this city over its own lines.

In the mean time the Oregon Short Line was building across Idaho as a Union Pacific interest, from a connection with the Union Pacific at Granger, Wyo., to Huntington, Or., and a connection was made there with the O. R. & N. Co.'s lines in 1885, giving the city its second transcontinental line. The completion of the Southern Pacific in 1887 gave the third, and by traffic arrangements, allowing the Great Northern, Chicago & Northwestern and Canadian Pacific to come in over the O. R. & N. tracks, and the Burlington to reach Portland over the Northern Pacific tracks, the rest has been done, giving Portland to practical purposes seven great transcontinental railways, with connections reaching via a direct route every point of importance in America.



REPRESENTATIVE CHURCHES OF PORTLAND.

THE ASTORIA ROAD.

Rail Connection With the City by the Sea.

DECEMBER 1, 1894, a contract was entered into between E. L. Bonner and A. B. Hammond, responsible capitalists, on the first part, and a subsidy committee of the citizens of Astoria, on the second part, under which Bonner and Hammond agreed, in consideration of certain subsidies to be given them on the completion of the line, to build a railroad from Astoria to a connection, at or near Goble, with the Northern Pacific or some other railroad running cars into the city of Portland. The work on this road is to commence not later than April 1, 1895, and it is to be completed, a connection made and a passenger train run over it on or before October 30, 1896. With the completion of this road, Astoria will divide with Albina the shipping of Portland.

It would be contrary to the course of commerce for the great inland empire to find other route to the sea than via Portland. Not only are the easy grades via the Columbia river route, but there is a material difference in distance. From Pullman, which is, perhaps the most central point in the wonderful Palouse country grain belt, reached by railroads, making it tributary to both Portland and the Sound, the distance to Seattle is 512 miles, while the distance to Portland is but 383 miles, and to Astoria 350 miles, or it will be 32 miles nearer Astoria by rail on the completion of the railroad to the sea than to Seattle.

Astoria has a better harbor for ships than Seattle, is 149 miles nearer the sea and 140 miles further south on the Pacific coast than the strait of San Juan de Fuca, through which vessels must be towed 149 miles to Seattle. Thus the ship going to Seattle must travel 289 miles further each way, or 578 miles further in all, than the ship coming to Astoria, and 286 miles of that distance is towage. Adding the 32 miles difference in the distance from Pullman to Astoria and to Seattle, the distance to the Liverpool market from Pullman is 610 miles further via Seattle than via the Columbia river route. The difference in distance from Walla Walla, which is the center of the second great wheat district of the inland empire, is 105 miles in favor of Portland—that is, it is 250 miles from Walla Walla to Seattle, and 245 miles from Walla Walla to Portland. It will be 345 miles by rail from Walla Walla to Astoria, or 5 miles less than the distance to Seattle. With the difference in the distance ships must travel as between the mouth of the Columbia river and Seattle, Walla Walla is 582 miles nearer the Liverpool market via Portland than via Puget sound.

A well-established principle of railroading is to avoid heavy grades. The route across the Cascades from Eastern Washington to the sea is unnatural. It is much more expensive than the Columbia river route. Railroad magnates, holding the confidence of the capitalists furnishing the money to build the roads, have heretofore boomed Washington towns by adopting a policy expensive to the companies. Their failure to report profits to the stockholders and pay interest to the bondholders has removed them from control in many instances and curtailed their influence in every one, and an era of sensible, practical railroading is dawning which will have in view the pursuance of the policies recognized as correct in railroading the world over, regardless of the consequences to the value of town lots.

The great grain belt of Eastern Oregon and the still greater one of the Willamette valley must necessarily take the Columbia river route. The failure of the Oregon Pacific, which was built on the boom plan to make Yaquina bay a port of export, has shown the futility of attempting to turn commerce from the channels nature has provided. All the great agricultural sections of the Northwest, with the exception of Western Washington, find their natural outlet now, as they did before a railroad was built, by following the Columbia river to the sea. Whatever facilitates the removal of that traffic will prove advantageous to Portland, and it makes little difference whether the ships load at Albina or Astoria.

THE PORTLAND TERMINAL.

Property of the North Pacific Terminal Company.

THIS company was organized in 1881, when Villard was at the head of the Oregon & Transcontinental Company and had control of all the roads running into Portland. The company owns a tract of about 40 acres, bounded by Hoyt and Ninth streets and the Willamette river, which is used in handling the freight and passenger business of the terminal companies. The city several years ago vacated the streets in the entire tract, with the single exception of Front street, which runs through it along the river bank.

The grand central station, nearly completed at the southern extremity of the tract, and between where an extension of Fifth and Sixth streets would be, will be by far the finest passenger station on the Pacific coast. Its cost will aggregate about $800,000. The total length of the main building is 615 feet. It is of irregular height, the central portion, 200 feet in length, being three stories high; another portion, 170 feet long, two stories in height, and the remaining portion a single story.

The north wing of the building contains three express-rooms, each 56x25 feet. Adjoining these the mail rooms and a room for Pullman supplies, occupy a space 100x50 feet. To the south of these is the baggage-room, 197x60 feet, which adjoins the main waiting-room in the central portion of the building. There will be ticket offices in either end of the waiting-room. The west end is semi-circular, the extreme length of the room being 132 feet. It is 60 feet in width and the ceiling is 30 feet above the floor in front of the ticket offices. This room has a special finish. The wainscoting, 3½ feet in height, is of brown ash, and above it is a paneled finish 4½ feet high. The ceiling is finished in very heavy panels, 2 feet in depth, with brown ash trimmings. Six iron columns with ornamental capitals and large brackets above support the ceiling, and there are 10 wood pilasters against the walls. The floor of this room, and also the floor of the corridor running between it and the dining hall, is of marble tiling.

The corridor is 10 feet wide and 176 feet in length. It is finished with brown ash wainscoting. To the south of the main waiting-room on the east side of the building are the men's waiting-room and smoking-room. The men's waiting-room is 29x26 feet, and the smoking-room is 36x26 feet. Across the corridor from these rooms are the women's waiting-rooms, occupying a space 72x25 feet.

South of these is a passage, 14 feet in width, extending through the building east and west, and giving an outlet to Sixth street from the trains. South of this passage is the emigrant waiting-room, occupying a space 88x26. Opposite, on the west side, there will be a barber shop, 14x20, and another room of the same size, for which no use has yet been assigned. South of these there is a lunch-room, 42x15 feet. Adjoining the emigrant and lunchrooms is the dining hall, 72x30 feet. It has a special paneled wainscot, 4 feet high, of brown ash and paneled stucco cornices. Three iron columns support the ceiling, and six wood pilasters the walls of this room. To the south are the kitchen and other rooms to be used in connection with the dining service. Adjoining the kitchen is a small house for the storage of coal and ice. The second floor will be used as offices, and occupied by the Terminal Company's officers and the Pullman Company. The tower will attain a total height of 150 feet, and will contain a clock with a face on each of the four sides, 12 feet in diameter.

When the building is completed, the trains will pass on the east side. On this side there will be a porch 272 feet long and 28 feet wide. Another porch 76 feet in length and 15 feet in width will extend along the north end of the building, and a third porch 177 feet long will extend around the semi-circular wing on the west side. To the south of the main building, at a distance of 75 feet, is an annex for the machinery required for its operation. The annex is 125 feet long and 37 feet wide and two stories in height. It will contain the power plant for supplying heat and light for the building. In this building there will also be space for the car accountant, trainmen and police, and the upper floor will be used for a laundry-room.

UNION DEPOT, PORTLAND.

There are other valuable improvements on the property of the Terminal Company, including the three great freight warehouses used by each of the three railroads having actual terminals there, and their connections. Each of these warehouses is 800 feet in length and 48 feet in width.

There is over 12 miles of railroad trackage on the property, and numerous minor improvements, of more or less consequence.

Ate Eggs for Safety.

New York Tribune.

The late czar was very fond of eggs and ate large quantities of them. He was always on the watch against poison in his food, and he thought eggs would be safe from any deadly drug; he was, therefore, much startled to find that by pricking them with a poisoned needle enough aconite to kill could be placed in them. The poor czar never ate in any peace, and the arrangements for his meals was one of the most important proceedings of his reign. When he made the journey across Russia to reach his southern palace at Livadia, royal kitchens were fitted up at intervals along the route. These were conducted by large forces of picked and trusted servants, who were on duty for days that they might merely cook one meal when the royal train should reach the place. If the train was a little late, and the meal was not needed, as happened more than once in the journey, all the work and waiting went for nothing at one kitchen, while the next one was hastily commanded by telegraph to move forward several miles, perhaps, to meet the train sooner than had been planned. A czar, you know, does not have to think about any trouble his orders may give.

IMMIGRANTS FOR 1894.

Work of the Oregon Immigration Board for the Year.

ALTHOUGH the affairs of the Oregon Immigration Board have been conducted under many difficulties from January 1 last up to the present time, yet the practical results realized by the board during the year 1894 have shown its importance as a factor in the rapid settlement of Oregon by a desirable class of immigrants from the Eastern and Middle states. The statistical matter of the board's work for the year just closed, supplied by Secretary E. C. Masten, conclusively establishes the claim that its maintenance here is appreciated by the new settlers who are constantly taking up homes in the West, and as a means of disseminating valuable and reliable information of the state's resources the board has done a work which could not have been performed by any private corporation.

Immediately following the panic of 1893, the impression became widespread in Oregon that the unfavorable reports of business in the West would effectually check the heavy immigration which up to that time had been pouring into the West. For the few months after July of that year the railroads reported a great falling-off in the heavy westward immigrant traffic which the main transcontinental lines had been pouring into Oregon and Washington for years. As soon as the people of the East, however, could be brought to a realization of the fact that Oregon still afforded a good field for new settlers, the tide of immigration once more turned westward. The extent of this increase in population which the state has enjoyed during the past year is shown by the statement that during that time over 18,000 persons have visited the rooms of the Oregon State Board of Immigration in this city, and that fully one-fourth of this number were actual immigrants from the Eastern states. The railroad people authorize the statement that but a small part of the people reaching Portland over their lines visit the immigration rooms. This is explained by the fact that these newcomers have been fully informed of the state and its resources by the board or through other channels before starting West, and their desire to make close connections with the outgoing trains from Portland after their long journey across the continent fully explains the disinclination they show to gather further additional information of Oregon by remaining over a day or more in this city.

The Oregon State Board of Immigration has been unable during the past year to publish and distribute the pamphlets it has regularly issued for a number of years past. The board, however, has been able to meet all demands for literature on the state, and no letter received has remained unanswered. A generous supply of this matter was carried over from former years, and the rest was made up from contributions and from purchases of such matter as the board has deemed necessary to get before the people of the East. The work performed by the board during 1894 is best shown by the statistical matter kindly furnished by the efficient secretary, and a study of this matter will afford an insight into the efforts which have been made here to encourage immigration during one of the dullest years in the history of the United States.

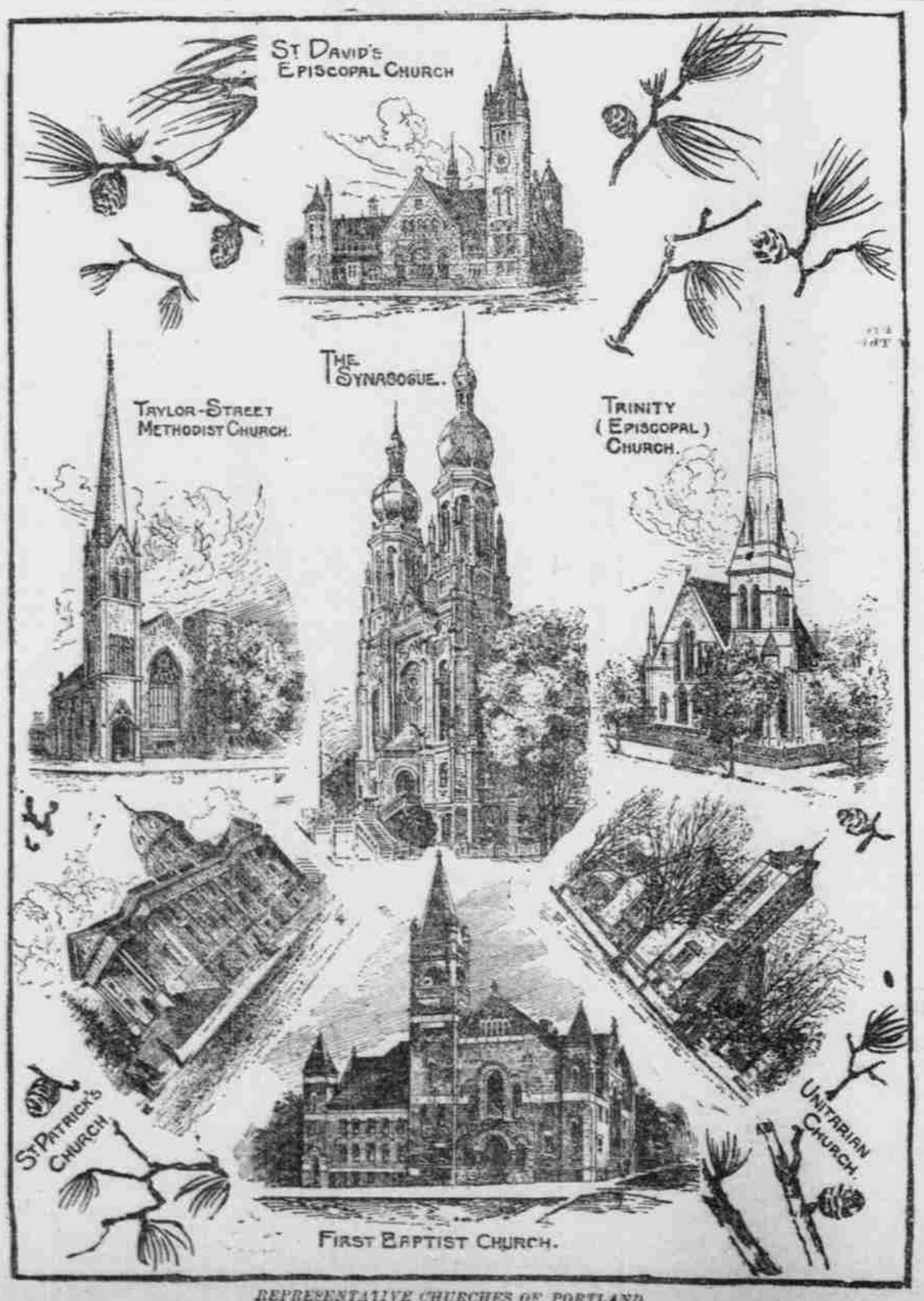
The report of Secretary Masten, covering the year from December 1, 1893, to November 30, 1894, inclusive, is as follows:

Number of visitors to board rooms..	18,280
Number of letters of inquiry received, 1357; miscellaneous, 199; total.....	1,556
Number of persons receiving reduced railway rates.....	269
Number of inquiries for farm lands.	205
DISTRIBUTION OF LITERATURE.	
"Resources of Oregon"—	
By mail.....	4,184
By city distribution.....	680
"Illustrated Portland"—	
By mail.....	3,503
By Southern Pacific Company.....	400
By Northern Pacific Co., St. Paul.....	400
By Great Northern R'way, St. Paul.	5,460
By Union Pacific Co., Omaha.....	4,000
By Burlington route, Chicago.....	10,320
By Chi., Mil. & St. Paul R'y, Chicago	3,510
By Pennsylvania lines, Pittsburg....	720
By interstate fair, Tacoma.....	2,920
By trans-Mississippi congress, St. Louis.....	760
By city distribution.....	1,560
Board of Horticulture reports—	
By mail.....	431
By city distribution.....	334
German pamphlets—	
By mail.....	499
By city distribution.....	245
Chamber of Commerce reports—	
By mail.....	183
By city distribution.....	175
"Birds-Eye Views of Portland"—	
By mail.....	492
By Great Northern R'way, St. Paul.	50
By city distribution.....	925
Circulars on manufacturing—	
By mail.....	150
By city distribution.....	315
Farm lists, by mail.....	1,915
Daily Oregonians, my mail.....	328
Evening Telegrams, my mail.....	142
Morning Suns, my mail.....	25
Country papers, my mail.....	111
Total distribution for the year...	46,004

The above figures show a continued activity on the part of the prominent members of the board of immigration during the past year. While the distribution of literature by the board in 1894 was the smallest sent out for any year since 1889, the pamphlets and other matter have been distributed almost exclusively to actual seekers for information of Oregon's resources, and the results obtained have been such as to encourage renewed activity on the part of the board in soliciting subscriptions which will enable this organization to do much more effective work during the present year. It is the opinion of Secretary Masten that the maintenance of the board will not be necessary after two or three years more, but he is also positive in expressing the opinion that no better time was ever offered in Oregon to make every attempt to induce immigration to this state than will be offered during 1894 and 1895, when rich lands can be bought in the Willamette valley and other favored portions of Oregon at prices that will insure their being tilled at a profit, and when the hopes for the future are what they always are during any period of reconstruction following the disastrous effects of the panic.

He's Not Dead Yet.

James Willis, of Mount Sterling, Ky., has been struck by lightning four different times and still lives.



REPRESENTATIVE CHURCHES OF PORTLAND.