

Thus, while it affects to minister to the abiding weal of millions, it never fails to ultimately pay interest and principal for whatsoever subsidies may have been extended to it, and compensates a thousand fold the accidental and minor inconveniences it may have caused in such affairs as are merely of a local character and appertaining only to individuals and not to communities.

The man of broad and liberal views sees in these great industrial confederacies only so many instruments in the hands of Omnipotence for carrying out the great programme of human elevation and happiness. There is not a well informed statesman, political economist or ecclesiastic in the land who would not subscribe to the principles here enunciated, well knowing that "*Pro bono publico*," should be the true shibboleth in these days of electricity and steam.

Many uncharitable things have been said about the Pacific Division of the Northern Pacific Railroad Company, and yet that corporation is one of the great commercial thews of the Pacific Northwest, and it has done more to promote the substantial welfare of the Puget Sound country and British Columbia than all the other transportation lines in the Territory. The work now being prosecuted by that company east of the mountains is destined to culminate in an achievement for Oregon and Washington which will be second only to what the discovery of gold achieved for California and Nevada in 1849 and '50. All along the line of the road now in process of building, the whole country is literally undergoing a business revolution; while an impetus has been given to immigration never before known in the annals of Idaho, Montana, Eastern Oregon and Eastern Washington.

The rush to the Skagit gold fields has been as nothing compared with the tide which has been setting in, for more than a year, to Yakima, Walla Walla and Spokane counties and the adjoining country. The former was, in the main, a rush of penniless adventurers; the latter, a rush of solid business men and well-to-do emigrants.

Nothing but the extension of the Northern Pacific Railroad has caused this mighty uprising among the people; and here we have a glimpse of the efficacy and potency of great railroad

corporations as modern civilizers and humanizers. A few years ago, it required two days of dreary stage traveling to go from the head of Puget Sound to the Columbia river. The regular fare was fifteen dollars, exclusive of what was paid for a night's lodging and five meals, making the total cost of a trip from Olympia to Portland about twenty dollars. Now, the journey is made in ten hours, at a total cost of seven dollars and seventy-five cents. Thus, it will be seen that, through the agency of railroads, old things have passed away and all things have become new.

Judging by the slides now making by the Northern Pacific Railroad Company east of the Cascade Mountains, coupled with the facilities offered by the Oregon Railway and Navigation Company, the time will not be long before we shall have a direct steamer and railroad route from Portland to Chicago and thence to the Atlantic seaboard. It will soon be an old-fashioned thing for Puget Sounders and Oregonians to go by steamer to San Francisco in order to reach the Eastern States by an overland railway route.

We have thus endeavored to answer the oft-repeated question, "What has the Northern Pacific Railroad Company done, and what is it doing?" And we trust that in another issue, we may be enabled to give a similar showing relative to the importance of other transportation lines along this part of the coast, both railroad and steamship companies. All honor to these noble corporations.

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