

supposed fortune left. The roads were operated for years by the German owners, under the management of Mr. Villard, who came here as their agent, and whose fame is too well known to need comment. Under his management the road will soon be constructed through to San Francisco. He has replaced the old steamers of Holladay's time with the class of iron steamers, and no safer or more elegant or commodious ships now sail the ocean than those employed in this trade.

Scarce more than two years ago Mr. Villard came back to Oregon with a scheme to buy out the Oregon Steam Navigation Company, and construct a railroad system for the entire agricultural regions east of the Cascade ranges. One singular fact concerning him is the boldness and openness with which he operates. The effect of his continued success is that he needs less secrecy than most men require and wins his way by plain, open dealing. So he came and boldly announced his purpose to build a railroad down the Columbia and the O. S. N. Company sold out to him and his associates. Two years ago this winter he announced that the policy of his associates was to obtain control of all transportation facilities of the north coast and to day they have them all secure. There is not a route of importance they do not own, and the management promises liberal treatment, far more liberal than could be afforded if the different lines had to be resolved back into their original corporations.

The Northern Pacific R. R. is one of the great enterprises of the world and was apparently on the most prosperous basis and beyond the reach of interference. It had finally achieved the most positive success and had money in hand to build its line through from Lake Superior to the Pacific. To-day Villard is its president and blends this vast enterprise into his magnificent scheme, that now extends for two thousand miles across the continent and includes main and branch lines 6,000 miles long. Oregon pinned her faith on the Northern Pacific, to be grievously disappointed, but now we have the apparent certainty that it will be a connected line in operation before 1884. It does not need that we recite the history of Jay Cooke's career, of the Billing's management, and all the changes that

have interfered to keep back this line, for the present aspect shows that we shall have this road through as soon as labor and money can possibly accomplish it.

The history of the Oregon Railway and Navigation Company is one of the romances of the present generation. It completed the fame of Mr. Villard as a railroad projector and financier, and strange to say, it is this, comparatively local enterprise, that has drawn to itself the great northern transcontinental road and all the other transportation lines on land and sea, north of California. Soon it will push an iron highway into every grain producing section of the upper country, and go south, to Baker city, to meet the Oregon Branch of the Union Pacific railroad, that is rapidly coming this way. This last mentioned route will give us the first through connection with the world in any direction and other routes will follow until we shall have two outlets to the eastward and one along the coast to California.

The Villard management has also taken in the control of the narrow gauge roads commenced in this valley, that promised competition in transportation, in the near future. Those roads have been the subject of much public interest on that account, but they also yield to the inevitable and come under the common sway. The only separate railroad enterprise remaining is the Oregon Pacific Railroad that is being constructed from Yaquina Bay to Corvallis and promises to relieve the freight market of the upper Willamette country. It remains to be seen whether its programme for this valley and also for an eastern connection can be carried out, or whether it too will in time, if built, come into the Villard combination. Its friends claim that it is to be the terminal portion of a great line that shall reach direct from Chicago west to Yaquina Bay. We shall soon see what it will do.

OUR ILLUSTRATIONS.

Our views of the Pacific Northwest scenery presented in this number embrace a very wide range, and are, perhaps, the best variety we have ever published in any one number.

The picturesque Castle Rock on the headwaters of the Sacramento river on the Oregon and California stage route, the awe-inspiring canyon of Annie's

creek, in Jackson county, the beautiful falls of the Rogue river, and the collection of Jackson county's best buildings, together with Mr. A. Klippel's comprehensive article on Southern Oregon, will give our readers a far better idea of the southern portion of Oregon than any thing heretofore published.

As an old land-mark, we furnish the old block-house at the Cascades of the Columbia river, a place of refuge during the early Indian wars, but now useless and rapidly going to decay.

The group of Oregon cereals are taken from nature, and their size will, no doubt, astonish eastern subscribers.

The picturesque view of an Oregon hop-yard may lead some of our readers to suspect that human hands twined the vines as represented; such, however, is not the case. The picture is a true one, and was made from nature at the hop-yard of Lee Bros., in Lane county, without preparing the place for photography.

The U. S. light-house, at Cape Foul-weather, is now looming into prominence, from the fact of it being the very first light-house north of the proposed great city on Yaquina bay.

The O. & C. R. R. bridge, at Harrisburg, is the largest and most substantial structure of the kind in the Pacific Northwest. It spans the Willamette river, and despite the storms and floods of several years, is to-day as staunch as the day it was first finished.

The view of the principal business street in Salem, Oregon, the capital city, will be interesting to many.

Lake Cour d' Alene, the Mecca of Pacific coast tourists for 1882. To reach it we pass all of the Columbia river's grand scenery, and the famous falls of the Spokane. In the elegant steamers and cars of the O. R. & N. Co., and N. P. R. R., it can now be reached in twenty-four hours from Portland, and by next summer when the Dalles branch is finished, in less time. The proximity of Fort Cour d' Alene, with its usual number of handsome officers in irresistible regimentals, will, perhaps, be an additional attraction to tourists of the fairer sex.

The residence of E. B. McFarland, of McFarland & French, of The Dalles, is one of the many elegant structures lately erected at this thriving city, and is, perhaps, the best proof that the men