

On the east side of the Willamette River its line runs up the valley, and through the Umpqua and Rogue River valleys to Ashland in the extreme southern end of the State. This is the line which will connect with the Central Pacific and form an all-rail route between this city and San Francisco. The Central Pacific has now about 110 miles to construct to make this connection. The work is progressing slowly and will be completed in about two years. There will then be a complete line of railway from Seattle, on Puget Sound, to San Diego, in the extreme southern part of California. On the west side the O. & C. also has a line extending up the valley to Corvallis, where it connects with the Oregon Pacific, a new road running from Corvallis to the coast at Yaquina Bay. Narrow gauge feeders to the O. & C. run up both sides of the valley.

The Oregon Railway & Navigation Company owns the line running up the Columbia over which the Northern Pacific and Oregon Short Line reach this city. The main line extends into the great wheat country lying along the northwestern base of the Blue Mountains, passing through The Dalles and reaching Walla Walla and Dayton, and tapping Snake River at Riparia. The road is being extended eastward to the Pataha country. North of Snake River it has a line branching off from the Northern Pacific into the fertile Palouse country, reaching Colfax and Moscow, and is about to extend one arm of this to Palouse City and Farmington. What is known as the Blue Mountain Division of the O. R. & N. Co. leaves the main line at Umatilla, 187 miles east of Portland, and runs southeast through Pendleton and the rich grain country south of Walla Walla, across the Blue Mountains and through La Grande, Union and Baker City to Huntington, near Snake River, the point of junction with the Oregon Short Line, 404 miles from this city. The Northern Pacific has a line running from Portland north along the Willamette and Columbia rivers, crossing the latter by ferry at Kalama, and continuing north to Tacoma and Seattle, on Puget Sound. A short narrow gauge road connects Olympia with this road at Tenino. The terminus of the Northern Pacific main line is Wallula, 214 miles east of Portland, where it forms a junction with the O. R. & N. Co. and reaches this city over the latter's line. From a point on its main line north of Snake River the Northern Pacific has begun the construction of its Cascades Division directly westward through the Yakima and Kittitas valleys and across the Cascade Mountains to Seattle and Tacoma. This will be completed in about two years. It will then have a shorter line to Puget Sound and a complete route over its own roads to this city in case the O. R. & N. line should ever be closed to it. Not only does the whole railway system of the Northwest centre in Portland, but the steamboat routes on the Columbia and Willamette. Steamers ply from this city up the Willamette as far as Corvallis, up the Columbia to Vancouver and to The Dalles (with a portage at the Cascades), and down to Astoria; also up Cowlitz and Lewis rivers. There are regular ocean steamers every five days to San Francisco.

About one hundred craft are employed in river transportation, many of them large and elegant steamers. They are constantly coming and going, and the river in front of the city is continually crowded with them. They lie at the various wharves, four or five deep at times, among them being seen the tall masts of the grain fleet and the huge black hulls of ocean steamers. When the Columbia is opened to navigation above The Dalles the number of steamers and barges bringing the products of the Northwest to Portland will be largely increased.

The chief business streets of Portland are the first four running parallel with the river. First comes Front, which is occupied almost exclusively by wholesale and manufacturing firms, the rows of business blocks extending from F to A, on North Front, and from A to Montgomery, on Front, a distance of twenty-six blocks. The next street is First, which is lined with retail stores extending from F to a few blocks further south than the wholesale limits on Front. Many of these stores are very large and carry enormous stocks of goods. The largest and best buildings in the city stand on Front and First streets. This section, from Oak south, is well shown in the sketch from the tower of the Kamm Block, given on page 19. Along First street, from G south to the gulch, runs a line of street railway. Second street, from Pine to Taylor, is occupied almost exclusively by Chinese, whose quarters are far more picturesque than agreeable to either the eye, ear or nose. There are, however, at the corners of the cross streets, a number of large business blocks, two of them just completed, the Mulkey Block and Portland Savings Bank Building. The sketch on page 34 shows Second street north of Yamhill, the first one and one-half blocks on the right and the first block on the left being occupied by stores of white merchants. Third street has become an important retail thoroughfare during the past five years, the stores extending at intervals from A to Yamhill. A line of street railway runs across the city on Third street from Caruthers to G, and thence westward on G to Twenty-second, sending a branch down Thirteenth to North Portland. A few stores are located on Fourth and Fifth streets. Retail stores extend westward on a number of the cross streets intersecting Front and First in the centre of the business portion. On Washington they extend from Front to East Park, on Alder to Fourth, on Morrison to Sixth, and on Yamhill to Fifth. Street cars run west on Washington to its junction with B, and thence on B to within a short distance of City Park. Branches run from the main line south on Eleventh to Montgomery, and north on Fifteenth to North Portland. First and Third streets are lighted by electric lamps, suspended twenty feet from the ground, at the centre of the intersection of every second cross street, arranged alternately so that each cross street shall have a lamp on either First or Third. The remainder of the city is lighted by ordinary street lamps at every street crossing.

Water is supplied the city by a private corporation, and is pumped from the Willamette into distributing reservoirs, whence it flows through the mains by gravita-