

right, for there is too great a tendency to looseness in our nomenclature, and not enough care is taken to preserve the purity of the titles bestowed upon objects and localities; but in this instance no practical good can be accomplished, since the number of adherents to the old name is gradually diminishing, and those who learn the new title, and never hear of any other, are increasing in numbers at the rate of a thousand a week. Willamette, then, it will continue to be, though but a mongrel word, an Indian name slightly "Frenchified;" but whatever controversy there may be regarding the title, the beauty and power of the falls are beyond dispute. Since the earliest settlement of the valley by Americans, the falls have been called upon to supply the motive power of factories, chiefly saw and grist mills, and though but a tithe of their strength has been utilized, they have contributed not a little to the prosperity of Oregon. It is the great possibilities—not dormant, but rampant—which they possess, which inspire this article.

Oregon City is but fifteen miles from Portland, and the stream is navigable to the very base of the falls, by river steamers, several of which ply between the two places. Above the falls, the river is navigable to the head of the valley. The line of the Oregon & California railroad, soon to be the through route of the Southern Pacific between Portland and San Francisco, passes through the city. The narrow gauge system of the Oregonian, and Portland & Willamette Valley roads, tapping the whole valley on both sides of the river, passes within four miles, and the question of a branch line to the falls is already under consideration. With extensive manufacturing enterprises here, both the Northern Pacific and the Union Pacific could easily run a line down to the factories, and would feel compelled

to do so in order to secure their proportion of the enormous business. It is apparent that the varied products of the entire Willamette valley and Columbia basin can be concentrated at this point as cheaply as at the city of Portland itself, can be converted into manufactured articles cheaper than at any other point on the Pacific coast, and can be shipped to the markets of the world to as good advantage as from any other place. In fact, so far as the shipment and receipt of freight is concerned, Oregon City and Portland would be practically one city, for Portland must, of necessity, remain the commercial point and seaport, while at Oregon City she can build up to the best advantage those large manufacturing enterprises which must constitute the chief element of her future growth. No other seaport city in the United States is blessed with such a magnitude of available water power at its very gates; nor are any of the great falls of America so favorably situated, both as regards nearness to the seat of production of raw material and to a seaport from which they may reach the markets of the world. A few moments thought will convince anyone that in the falls of the Willamette, Portland possesses a valuable gift of nature not vouchsafed to any other city on the Pacific coast, and that the falls themselves, in their accessibility and their contiguity to tide water, possess advantages of location superior to any others in the world. The falls which have made Minneapolis so great a manufacturing city are more than a thousand miles inland, and yet millions of barrels of flour are shipped to foreign markets. Here the falls are but fifteen miles from deep water, where vessels may be loaded for any port in the world.

When Henry Villard was at the head of the transportation systems of Oregon, he fully appreciated the economic value