

The Oregon Railway Extension Co. has filed supplementary articles of incorporation outlining a system of railroads that will center in Portland as the limbs and branches of a tree center in its massive trunk. Fully 3,000 miles of railroad are contemplated and specified, and much of it will be constructed immediately. This work is practically in the interest of the Union Pacific, whose lines are used as a basis, and is really the extension of that road into nearly every section of the northwest. The main line runs from Portland north to the international boundary, at Blaine, crossing the Columbia on a bridge at Vancouver. From this trunk branches are projected down the north side of the Columbia to the ocean, down the Chehalis to Gray's harbor, with one branch to Olympia and another north to Port Townsend, separate branches up Lewis, Cowlitz, Nesqually, Puyallup, White and Green, Snohomish and Skikomish, Snoqualmie, Skagit, and Nooksack rivers, down the Puyallup to Tacoma, and from Seattle to Snake river. In Eastern Washington lines will run from Wallula to Alto, in Columbia county, with a branch to Grange City, from Texas Ferry to the Washington & Idaho line, from Walla Walla via Dixie to Waitsburg, from Walla Walla to Lewiston, and a line from Latah via Cheney to the Columbia at the mouth of the Wenatchie. In Idaho, lines will run from Lewiston across the Bitter Root mountains to Butte, Montana, and from Lewiston southeasterly across Camas prairie to the mouth of Little Salmon river. In Eastern Oregon, lines will be built from La Grande through Grande Ronde and Wallowa valleys and on to Lewiston, from Centreville (Athena), west to the Columbia, from Pendleton to Heppner, from Umatilla to Prineville, with branches north to the O. R. & N. line down both the John Day and Des Chutes rivers, and from Baker City, up Powder river forty miles. In Western Oregon the routes specified are from Portland via Silverton to Salem, and from Portland down the south bank of the Columbia to Astoria, with a branch to Forest Grove. Any one at all familiar with the topography of this region and the railway situation will quickly recognize the commanding position the Union Pacific will occupy when only a few of the lines enumerated are added to those already operated by that company. Portland is already the greatest railroad center on the Pacific coast but with this trunk line to the sound, which will probably be the first one built, except, possibly, the Grande Ronde extension, followed by the line down the Columbia to Astoria and another down the Chehalis to Gray's harbor, she will be beyond all possible rivalry in that respect. As a terminal center of such a grand system of railroads as that now operated and projected by the Union Pacific, Portland must have a most substantial growth and be still more firmly fixed

in her position as the great metropolis of the entire northwest.

Oregon City is yearly coming nearer to Portland and more and more a portion of it, so far as mutual interests are concerned. Possessing the finest and most extensive water power on the Pacific coast, lying within fifteen miles of the greatest rail and river transportation center in the entire west, which is also a deep water shipping port, occupying a position where raw materials from all directions can be the most cheaply concentrated and manufactured products the most easily distributed, it possesses remarkable advantages as a manufacturing city, which have been widely recognized and are being extensively improved. The great mills now building there, with those already at work, will give employment to 1,000 people. A large hotel will soon be erected. Probably the greatest new factor in its growth this year will be the facilities for rapid transit between that city and Portland now being provided. An elegant steamer is now under construction, and as soon as completed boats will make trips every two hours. Motor lines are under construction on both the east and west sides of the Willamette, and in a few months facilities will be such that one can pass between Portland and Oregon City at any hour of the day with the greatest celerity. A great manufacturing city is springing up there that will be an important factor in the future growth of Portland.

With this issue is given a handsome supplement showing a number of the residences, business structures and educational institutions of Moscow, Idaho. The city has had a remarkable growth, getting its start chiefly through the exertions of W. J. McConnell, a gentleman who went there from Oregon a few years ago and embarked in an extensive business enterprise, which he is still carrying on. Mr. McConnell has spent considerable time in Washington during the present session of congress urging the admission of Idaho into the union, and it is largely through his efforts that the movement occupies its present favorable position. Mr. McConnell was a prominent figure in Oregon politics and had here a large legislative experience, and is no doubt the best representative the new state could have in the senate of the United States, for which position he is prominently named.

Surveys are being made by order of C. P. Huntington for a line across the Cascades and Southeastern Oregon to the Central Pacific, giving Portland still another transcontinental route.

Portland has completed its subscription to \$2,000,000 of bonds of the Hunt railway, and the construction of the road will soon be commenced.