

making one continuous road through the whole length of Washington, Oregon, and California, as far as San Francisco, if not as far as San Diego.

The question undecided at present by the Oregon Central is, whether to carry the road over the Calapooya, Umpqua, and Siskiyou Mountains, directly south, and open up the Umpqua and Rogue River Valleys to commerce, or to take it by a single easy pass through the Cascade Mountains, at or near Diamond Peak, and thence southward along the almost level country to the headwaters of the Sacramento. The latter would be the cheapest of construction, and might be made to form a branch of the Central Pacific, while the former would take in its course some of the most desirable country in Oregon.

Strong efforts are being made to get a branch road from the Union Pacific to some point on the upper Columbia, either at the Dalles, Umatilla, or Wallulu. It is said that in case the road comes to the Dalles it will cross the river there, and pass on down the Columbia to some point below the mouth of the Wallamet, either there to build up a commercial town, or to connect with the road up the Cowelitz Valley going north, and the Oregon Central, going south.

Idaho and Montana are waiting on the action of these railroad projectors, glad to see communication with the coast made easy on any terms, and willing to lend their aid to the first company in the field.

A strong sentiment, however, prevails throughout the Northwest in favor of the Northern Pacific Railroad. To this favorite enterprise, Montana and Idaho, Washington and Oregon, all and each, lend their preference, and so far as it is available, are willing to lend their material aid. All understand that the Columbia River, taken in conjunction with Puget Sound, offers to the commerce of the whole