

GREATEST YEAR FOR RAILROAD CONSTRUCTION

Building in Territory Tributary to Portland During 1906 Breaks All Records—City Now Strategic Point in Struggle of Giants

THERE has been more railroad building in the territory tributary to Portland during the year just closed than in any previous 12 months in the city's history. Into almost every section of the Columbia Valley basin, steel highways are being made, bringing an immense empire into closer business relations with Portland. James J. Hill and E. H. Harriman are struggling for the control of the magnificent territory that is pouring its riches into this city, by reason of Portland's advantageous location. The Chicago, Milwaukee & St. Paul is pushing westward to tap the same country, while persistent rumors are that the Goulds also are bringing their transcontinental system to a connection with this city. The Chicago & Northwestern is said to be planning the extension of its main line west from Landers, Wyo., to the cities of the Pacific Northwest. Never has there been such an era of railroad building in Portland. The city is being eagerly seized by railway magnates, and engineers are in the field to map out new lines leading down to the Rose City. Portland's future greatness as a railroad center can be conceived, with four great transcontinental systems centering here. The traffic of the Pacific Northwest has no increased that it is the prize now most sought by the Western railroads. To secure the huge lumber tonnage was the avowed purpose of James J. Hill in projecting the Portland & Seattle down the north bank of the Columbia to Portland, and the other railroads seek their share of this great business. The Harriman system has an advantage in Oregon because of its occupation of the Willamette Valley and the Inland Empire along the south bank of the Columbia. Feeders have been constantly pushed out from the Harriman trunk lines in this state until they penetrate many of the rich districts of the interior. Many additional branches are being planned. Harriman intends to bring out the products of sections of the state where formerly freight of all kinds was hauled with wagons. A feeder from Pendleton to Great Bend will soon be commenced. A branch road into Eagle Valley from Baker City is another live project that has lately been announced. Plans have been made to build up the John Day River from a point on the O. R. & N. at the mouth of Milk Creek, a distance of 19 miles. Troutdale has been incorporated to build up the Deschutes River from a point on the main line of the O. R. & N. at the mouth of the river to the new town of Bend. A line to tap the Willowa country is being built by the O. R. & N. from Elgin northward to the Great Bend River to its junction with the Willowa and thence southeast to Joseph, a total of 64 miles. Part of this road has been completed. In addition to the St. Johns-Trousdale cutoff, whereby an easy grade will be secured for freight from Portland to Troutdale, \$520,000 is being spent by the O. R. & N. in the change of the main line from Troutdale to Bonneville. Curves are being eliminated and grades reduced. The Southern Pacific has projected many new roads in the middle and western part of the state. Perhaps the most important one of these projects is the Oregon Eastern, the center line of which runs from Elgin to Fall Falls. The road will cross the Cascades, following the middle fork of the Willamette River, and continuing to the mouth of the river a distance of 152 miles. It is supposed the main line of the Oregon Eastern will be built in the Southern Pacific between Portland and San Francisco, and in time may be built south of this avoiding the heavy grades of the Siskiyou Mountains. An extension across the central part of the state to Ontario is a part of the plan. The road will be built in this road from Natron south will soon be let. A line now being built by the Southern Pacific to the Coos Bay country from Drain has attracted much attention. This road will cost \$3,300,000, and the first section of 20 miles has been let to C. E. Loss of San Francisco, who is projecting it with work. Eventually this road will form a link in a coast line from Coos Bay to San Francisco. The distance to Coos Bay from Drain is 120 miles, and the new road will cross the Willamette Valley and thence south to Coos Bay. This road is being built under a charter to the Oregon Western. The Union Pacific has projected a line to Seattle and Tacoma from Portland during the past year and rights of way are now being closed up preparatory to letting the construction of the road. Final locations are being made. The road will be built under the name of the Oregon & Washington. The Hammond roads have come into prominence during the past year. The Hammond road, which will admit river steamers of all kinds connecting at Knappton with the railway. 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EASTERN CAPITALISTS SHOW FAITH IN CITY

Invest Millions in Purchase of Street Railways and Electric Plants and Form Gigantic Merger—Improvements in Service Result

AMONG the memorable local events of the year just ended was the formation of a gigantic merger of the corporations controlling the street railways, electric light and power plants of Portland. This consolidation was the largest ever effected in the Pacific Northwest and one of the largest ever made in the entire West. It represents a capitalization of approximately \$30,000,000. Behind the enterprise are Eastern capitalists who believe they have in the Pacific Northwest, and especially in Portland, a field which justifies almost unlimited investment, and who announce therefore that they will proceed on the policy of making every extension necessitated by the development of the territory within which they operate. The merged concerns are incorporated under the name of the Portland Railway, Light & Power Company. In the consolidation were embraced the Portland Railway Company, the Oregon Water Power & Railway Company and the Portland General Electric Company. In addition to these, the company has gone outside of Portland and now controls light, power or water services in Vancouver, Salem, Silverton, Woodburn, Mount Angel and Oregon City, together with the locks at Oregon City. The chief backers of the Portland Railway, Light & Power Company are E. W. Clarke & Co., of Philadelphia; the Belgians and Charles M. Pratt & Co., of New York. The officers are H. W. Goode, president; E. L. Fuller and H. L. Clark, vice-presidents; C. G. Reed, treasurer, and C. N. Huggins, secretary. Great progress in the way of extensions and additions to the equipment has been made in all departments of the merged corporations during the past year. Large sums of money have been expended in developing the territory under the management of Portland, not alone to meet present needs, but also to furnish the greater facilities which will be required in the future. Yet in spite of the enlargement of the system during the past year, it is probable that a still larger amount of money will be spent by the company during 1907. In the Lewis and Clark Exposition was in progress Portland's street railway service was favorably commented upon by thousands of the visitors from other states. It is the opinion of many of the visitors that there is nowhere to be found a system that is more modern or of higher standing, and this assertion is borne out by the fact that other cities are being very reason to believe that the rapid expansion of Portland's residence district is due in part to the efficient car service which has extended its lines to every suburb, including the country, yet in connection with the business district. Portland has more than 200 miles of electric railway within its boundaries or within the limits of the city. The street trackage 114 miles are included in the lines of the Portland Railway Company and 90 miles in the lines of the Oregon Water Power & Railway Company. The rolling stock of the Portland Railway Company includes 300 passenger cars. There are 200 cars in service each day on the tracks of the Portland Railway Company and 250 on the tracks of the Oregon Water Power & Railway Company. To the equipment of the two companies during the past year were added 22 passenger cars. This number is much lower than it would have been had the roads not added greatly to their rolling stock to meet the heavy traffic during the Exposition in 1905. The estimates that have been made for 1907 include the purchase of 100 cars. These are needed partly because of extensions of the lines, but mainly because of increased population making heavier traffic. While the mileage of Portland's electric railway system has not been greatly enlarged during the year, there has been a heavy expenditure in relaying and improving the present system. The largest single project carried out was the improvement of the line between Portland and Vancouver. A large section of the old track was abandoned and in its place was substituted three miles of track and trestle, necessitating an outlay of \$155,000. This route is a more feasible one, giving more direct service and having its northern terminus on the Columbia immediately opposite Vancouver and thus affording a shorter ferry crossing. Of great benefit to the city is the Council Crest line, a mile and one-half in length, and forming a loop on the headwaters of the Columbia. It connects with the Portland Heights loop and is one of the most scenic electric lines in the United States. The terminus of this line on Council Crest is 200 feet above the city. The acreage which the line penetrates has been laid out in lots, and will soon be one of the attractive residential districts of the city. In addition to these extensions, new tracks have been laid on Burnside street, from Fifth to Washington, and on Twenty-fourth street, from Thurman to the St. Johns river. The old tracks were replaced on First street, from Jefferson to the Marquam Gulch; on Second street, from Morrison to Grant; on Jefferson street, from Morrison to Grant; on East Burnside to Holladay, and on Holladay, from the steel bridge to Grand avenue. Many minor improvements and alterations have also been made. The practically all of the improvements, 85-pound rails have been used and the tracks have been laid on stone blocks. The officials are planning many further improvements, but they have not yet ready to announce their exact location. A great increase in the available horsepower of the city has been provided by the installation of a plant in the Clackamas River at Canadero. This plant has been completed, at a cost of approximately \$1,000,000. It will furnish at first 10,000 horsepower, but is capable of giving 25,000 horsepower with the construction of additional units. This plant is now practically completed, and will be ready to operate in the coming year. The company has also a water plant at Oregon City, of 12,000 horsepower; a steam plant in North Portland of 12,000 horsepower; and a steam plant on the East Side of 800 horsepower. To provide for all future needs of the city in the way of power, the company has planned the erection of an additional generating plant at Oregon City. This plant is to be composed of 20 units of 200 horsepower each. Units will be added to the power as demanded, giving, when completed, 50,000 horsepower at flood tide. This plant will cost \$2,000,000. The most extensive work before the Portland Railway, Light & Power Company for 1907 is the placing of its wires underground in the business district. Work is soon to commence upon this change, which will cost the company about \$500,000. It cannot be completed during the present year. Simultaneously with this work the stringing of many miles of overhead wires to serve the residential districts goes forward. The wiring system will also be revised to meet the requirements of an ordinance recently passed to provide greater safety to line-men. Another project before the company for the present year is the installation of a steam heating plant. A franchise for this work was recently obtained from the city and plans for the system are now being completed. Steam heating pipes will be extended throughout the entire business district. The consolidated company has established offices during the past few months in a building at First and Alder streets. It is probable that larger quarters will be secured either this year or next. Before the merger had been made, the Portland General Electric Company had completed plans for a fine office building at Seventh and Alder streets. It is possible that these plans, with the necessary alterations, will now be followed out, although no definite decision in this matter has yet been reached. MAEGLEY JUNCTION. Brilliant Future for This Young Giant Where All Railroads Meet. Favored by nature and favored by the railroads, Maegley Junction, which a few months ago was practically unknown, has jumped with a bound into prominence. Situated on the junction of the building contracts that are being let, its growth will be little short of phenomenal. Shrewd business men predict that in the near future Maegley Junction will be a thriving city with a population of from 50 to 75,000 people. The reasons given for such optimistic predictions are numerous and only a few can be mentioned here. 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ASSASSIN'S FIGURES SHOW INCREASE.

If the estimate furnished by actual real estate transactions were lacking, the assessed valuation of Multnomah County from year to year would be sufficient to show a remarkably rapid advance in value of local property. In explanation of the appended table, it should be stated that the 1905 assessment was the first made on a new basis, those preceding being made on a 40 per cent basis. Taking this into consideration, it is nevertheless surprising that the figures for the past year show an increase of more than 400 per cent over those of five years ago. The advance of more than \$25,000,000 in 1906, as compared with 1905, shows actual increase of value. There is also included this year the assessment of new buildings and the value of improvements contributed by each person, although the latter factor is comparatively small. The assessment of the county for five years follows:

Table with 2 columns: Year and Assessed Value. 1902: \$4,145,000; 1903: \$1,828,000; 1904: \$6,420,000; 1905: \$14,860,000; 1906: \$18,000,000.

BANK CLEARANCES FOR FIVE YEARS.

Table with 2 columns: Year and Clearances. 1902: \$154,356,105.89; 1903: \$179,326,622.85; 1904: \$180,051,489.82; 1905: \$228,405,712.89; 1906: \$286,562,555.46.

BUILDING PERMITS FOR SEVEN YEARS.

Table with 2 columns: Year and Number. 1900: 392; 1901: 745; 1902: 1,254; 1903: 1,624; 1904: 1,750; 1905: 2,317; 1906: 3,129.

NORTHERN PACIFIC'S MODEL TRAINS

Splendid Passenger Equipment Aids in Turning Tide of Tourist Travel to This Coast

PERHAPS no transcontinental railway system has done more to turn the tide of tourist travel to the Pacific Coast in carrying out the "See America First" movement than the Northern Pacific. Extensive advertising campaigns have been carried on that took infinite pains, pains and money. Fortunes have been spent in building trains that are the equal of the best anywhere and months of time have been taken to perfect the details about the attractions of the service. It really appears as if an impression has been made upon the great annual hegets to Europe and that a reflex flow across the continent to the shores of the Pacific has set in. Not only the increasing number of winter tourists indicates this, but the growing inclination to make this Coast the meeting place for conventions and gatherings of all kinds seems to establish this fact. During the past few years great advances have been made by all lines in comfort, safety and speed of travel. No Pacific Coast road has accomplished more success in this line than the Northern Pacific. Today its trains are known in Portland as the most comfortable and convenient of the East. Other modern conveniences have been added with the intention of making the trip across the continent as easy for the traveler as a day spent at his own fireside. Success has attended these efforts to a marked degree. The best efforts of car-designers, the most careful work of builders and decorators has been called to the assistance of the heads of the Hill system. The North Coast Limited is a triumph in modern rail transportation. Originally intended to be operated during the summer months only, the crack Northern Pacific train has come to be an all-year necessity. Its popularity has been widespread and the kind things said about the accommodations by travelers would fill many a book. Monster passenger locomotives, with drivers standing higher than a man's head, pull these rolling palaces. Men trained to exact the last bit of speed from these titans, willing steeds stand by the cars, ready to respond as they are to safe and fast running. The engines are perfection in motive power. Future years may supplant them with others even more swift and reliable, but the present builders of locomotives can supply nothing that will outrun the engines which pull the North Coast Limited. The limited service extended to St. Paul from Portland and the cities of the Northwest requires the equipment of ten complete trains with sufficient motive power to handle each over the eight divisions of its journey. Each of the ten trains is the exact counterpart of the others, and each appeals to a different class of traveler. The observation parlor is roomy and opens on a broad, semi-enclosed platform, affording a delicious lounge-room in which to read or enjoy the scenery. Movable upholstered wicker chairs are conveniently placed upon a table top at hand are to be found the latest newspapers and magazines. The observation plat-

ERA OF INTERURBAN RAILROADS

Construction of Electric Lines Will Link Portland and Cities of Willamette Valley

INTERURBAN electric railway development is just in its beginning in Oregon, but if all the lines now projected are built, Portland will soon become the center of a system giving access to the city from a large part of the surrounding country. During the past year a number of lines have been projected, and for some of these, franchises have already been granted. The only line of this character actually under construction is one connecting Portland with the towns of the east side of the Willamette Valley, having its southern terminus at Salem. The Portland-Salem line is backed by a syndicate of Eastern capitalists, headed by Moffatt & White, the New York bankers, operating through a corporation known as the Oregon Electric Railways Company. The work of building the line is in charge of W. S. Barstow & Co., of New York, contracting engineers. Unlike the greater portion of railroad construction in the West, the work is not being done upon the contract system, but upon the basis of actual expenditure, to which is added a fixed amount for the services of the engineering company. Although paralleling the Southern Pacific, in a general way, for the entire distance, the new line follows a new route and will develop territory at present without direct railroad connection. The northern half of the line will be on the right bank of the Willamette, and the southern half upon the east. The entire road will pass through a country of great fertility, which gives promise of developing a large passenger traffic. The cost of the line will be about \$2,000,000. It will be 4 1/2 miles in length. Easy grades have been secured for the entire distance, which will permit of fast running time. The company plans to operate its passenger cars on regular schedule between Portland and Salem in one and one-half hours. An important feature of the road is to be the bridge across the Willamette at Wilsonville. This bridge will cost \$150,000 and will be 800 feet in length, with 2300 feet of trestle approaches. The trestle will be 105 feet above low water in the Willamette, thus obviating the necessity for a draw. The road is now completed from Salem to Lake Labish, a distance of eight miles. Cars are being operated over the line be-

HARRIMAN LINES UPBUILDING STATE

Extensions Planned for Coming Year to Develop Rich Sections of Oregon—Achievements in 1906

CROSSING Oregon with two main trunk lines, one from north to south and the other from east to west, carrying the commerce of the state to the markets of the East and California and pouring the wealth of the country into the pockets of the people of Oregon, the Harriman lines have been the greatest aids to the state in giving transcontinental and interior transportation. From Portland on the north to Ashland on the south the Harriman lines have opened up a steel highway to commerce, while from Huntington on the east to Portland on the west the Oregon Railroad & Navigation Company offers rail transportation through mountains and across plains, over deserts and through fertile valleys, opening up ever more territory to the settler. Great achievements in the way of the allied Harriman lines in this state, even greater plans have been mapped out for the future. Much of the promise of the coming year will be found in the announcements of the managers of the Oregon branches of the Harriman system of further extensions and far-reaching improvements. These will not be confined to any one section of the state. Lonesome plains now given over to the coyote and the jackrabbit, where only sagebrush and bunchgrass grow, will, at no distant day, hear the whistle of the locomotive and the clanging of the engine bell as grove and more of the present waste and the state is won over to civilization. Irrigation, coupled with the laying of steel rails, means wonders to this state. The Harriman lines are in a favorable position to do much for Oregon as the Harriman system, with its hundreds upon hundreds of miles of tracks, every track a link in a chain, the policy of the system is to push on into the regions now being made productive by irrigation, and within a few years this state will be literally gridironed with the shining parallel bars of steel. Insurance Business Done. During the past year an immense business has been handled by the Harriman lines in this state. Figures compiled during the first ten months of the year show that general freight traffic has increased 50 per cent over last year, while the lumber tonnage is 70 per cent greater than during the corresponding months of 1905. This is due to the amount of traffic actually hauled on the Southern Pacific lines. The business on the Southern Pacific in this state that was routed to points outside of Oregon in 1903 amounted to 19,337 cars. This is exclusive of local business. In 1904 this number was 21,095 cars, while for the first ten months of 1906 the movement to outside points climbed to the enormous volume of 23,828 cars. The corresponding estimate for the first ten months of the first ten months, was 28,556 cars. In 1905 there were loaded for the East on the Southern Pacific lines 1,470 cars, but in the first ten months of 1906 the total figure was \$505, an increase of 3755 cars. The figures of the Oregon Railroad & Navigation Company tell a similar story, and it is just such a showing as this that is proving an inducement to the heads of the Harriman system to further extend their tracks and make them ready for the great traffic that will be handled as soon as the rails are laid. Notwithstanding the fact that the Harriman lines cross the state in two directions, the managers of the system are not content and will soon com-

Death of a Pioneer.

Charles K. Besselleu, a well-known farmer and pioneer, died yesterday at his home on Sunnyside, Clackamas county, after five days' illness, aged 84 years. He came to Portland 25 years ago, where he lived for 11 years, purchasing the Sunnyside farm in 1881. He engaged in dairying and general farming. His wife died in 1904. He is survived by two sons, James N. and Henry E. Besselleu. Mr. Besselleu had a long and eventful life. Born in South Carolina, January 2, 1822, he was sent North to New Bedford, Mass., to be educated. Afterward he made his way, with rail and adventures, to San Diego, Cal., in 1842. From here he shipped on a whaling vessel, which carried him north to Kamchatka, in the Siberian Sea. He returned to the whaler was one of thrilling interest. He left the ship and returned to Massachusetts, and came to Portland in 1870. The funeral will be held today at 2 A. M., and the interment will be in Lone Fir Cemetery.

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