# NEW LINES OF RAILROAD

Systems With Direct Oregon Connection Began Work on 233.17 Miles Last Year.

## EXTENSIONS IN THE LEWISTON, IDAHO, COUNTRY

O. R. & N. Incorporates a Number of Branch Lines-Vast Amounts Expended by the Company for Improvements-Southern Pacific Building Into the Mohawk Valley.

Refirences which have direct connection of the Rogue river, but no announcement with Oregon began work on 233.17 miles of plans has been made. of new line last year. Much of the new Independence & Monmouth Railway. mileage is still under construction. The
O. R. & N. Co. built five miles from Fairfield to the sugar factory at Waverly, the towns which give it its name. Wash., and the Spokane cut-off from Wallula to Grange City, 65.70 miles. The cut-off has resulted in large saving of distance and power to the company. It has permitted the use of light locomotives. It has been estimated that the expense saved by the construction of the cut-off is equal to the interest on the bonds issued for the new line. The Southern Pacific is building a 20-mile branch from Eugene to Mohawk valley. Northern Pacific construction in the Northwest last year was lim-Ited to the Palmer cut-off and extensions in the Lewiston country. These new lines aggregate 87.87 mlies. The Astoria road uilt 21 miles between Flavel and Fort Stevens, and the Columbia Southern is building 45 miles southward from Moro

to the new town of Shaniko. There is hardly a railroad in the Northwest that is not credited with having plans to extend its system this year. The O. R. & N. has incorporated a large number of branch lines and is determined to hold its position as the leading line of the Northwest.

Following is a full list of the lines of the O. R. & N. Co. and a list of the Oregon Hees of other companies:

O. R. & N. Co. natilla, Or., to Wallula, Wash.... 27.12 addition, Or., to Blue Mountain, Wash. Milton, Or., to Walla Walla, Wash. Walla Walla, Wash., to La Crosse, ner Junction, Or., to Heppner, Or. 45.40
Bolles, Wash, to Dayton, Wash. 13.35
Starbuck, Wash., to Pomeroy, Wash. 20.00
Farmington, Wash., to Spokane. 69.41
Tektoa, Wash., to Mullan, Idaho. 87.10
Wallace, Idaho, to Burke, Idaho. 6.57
Whoona, Wash., to Seltice, Wash. 47.34
La Grande, Or., to Elgin, Or. 20.25
Fairfield, Wash., to Waverly, Wash. 5.00
Class II.—

sany, Connell, Wish, to Moscow, daho lumbia & Palouse Rallroad Commany, Colfax, Wash, to Farming-on, Wash.

Il Creek Flume & Manufacturing lompany, Walla Walla, Wash, to Dudley and Dixis, Or.

alla Walla & Columbia River Inliroad Company, Wallula to Valla Walla & Columbia River Inliroad Company, Blue Mountain, Wash, to Milton, Or.

ake River Valley rallroad, Wallias to Grange City, Wash, least III-fice Terminal Company, Blue Mountain, Wash, to Albina Junction, R. 13,40 39.18

rthern Pacific Terminal Company, ast line Williamette bridge track, ortland, to west side of Second treet, East Portland.

and spurs, company. Class III. Line operated un-der lease for specified sum.

Southern Pacific Company. The following lines are operated by

Portland to the California state line 306.51
Portland to Corvallis. 96.52
Woodburn to Natron. 92.96
Albany Junction to Lebanon. 11.50
Portland to Alrile. 79.27 Portland to the California state line 305.51
Portland to Convalis. 36.52
Woodburn to Natron. 92.95
Albany Junction to Lebanon. 11.50
Portland to Afrile. 79.27
Sheridan Junction to Sheridan. 7.18
The fellowing trackage is leased from the Northern Pacific Terminal Company:
Charough the terminal grounds at
Portland . 1.72

...... 655.76 The Southern Pacific has begun the con-truction of a line about 20 miles long rom Eugene to the Mohawk valley. Northern Pacific Rallway Company.

Washington state line to Portland. 38.66
Sundry apurs 1.97
Tracks in Portland 1.92
Crossing of Columbia river, one-kalf 49

Total 42.04
Lines built by the Northern Pacific last rear or now under construction are:
Miles eston, N. D., to Bowdon, N. D. 15.02 perstown, N. D., to Molienry, D. uch, Idaho, to Kooskia, Idaho... 63.50 h Lapwai, Idaho, to Cul de Sac,

Palmer, Wash., to Auburn, Wash. Washington & Columbia River Railway Company.

Pendiston, Or., to Dayton, Wash. 128,41 Killian Junction, Or., to Athena, Or. 14,58 Eureka Junction, Wash., to Pleas-ant View, Wash.

The capital stock of the company is \$2,000,000, of which the Oregon proportion \$826,500 01. The Oregon proportion of the \$1,500,000 of first-mortgage 4 per cent sonds (noncumulative), bearing 4 per cent have been authorized to the amount of \$2,500,000. The issue to date has been \$1,265,000. The Oregan proportion of this Hie is \$618,870 91

This company made no extensions in 1899, and no new lines are planned to to be built in the near future. Corvallis & Eastern Railroad Com-

pany.

This company operates a line between Yaquina, on Yaquina bay, and Indanha. 152 miles. No new lines were built last

Astoria & Columbia River Railroad. This company has \$7½ miles of main line, running between Gobic, Seaside and line, running between Gobic Senside and Fort Stevens. It also operates trains between Gobic and Portland on the Northern Pacific Last year, the company built by way of Huntington and Granger.

the Umpqua valley, alone on the Pacific double daily service will soon be inauguraited between Portland on the East,
the Umpqua valley, alone on the Pacific double daily service will soon be inauguraited between Huntington and Granger. 2.1 miles between Flavel and Fort Ste-

Coos Bay, Roseburg & Eastern. This railroad has been built from darshfield to Myrtle Point, a distance of S miles. Some day it will be extended to eburg. The company may have a defi-announcement to make of its build-

ng plans early this year. Rogue River Valley Railroad,

Portland last summer was merely an item in this general advertising plan.

Tens of thousands of its books and booklets have been distributed and the results have been most gratifying. Thousands and the results have been most gratifying. results have been most gratifying. Thousands of new settlers have been brought into the fertile graingrowing valleys of Eastern Oregon, Eastern Washington and Northern Idaho, and into the fruit and vegetable-raising garden spots of the Columbia valley. It has devoted special pains to advertising the vast mineral wealth of Eastern Oregon, and its work has been rewarded by an unprecedented has been rewarded by an unprecedented rush of prospectors, miners and investors into every part of the grand gold field that centers about Baker City. Great mines have been opened up, and great fortunes made in a few months. The new mining town of Sumpter in Baker county has become one of the most famous and promising camps in the country. It has risen in six or eight months from a vil-lage of \$50 people to a flourishing little city of nearly 2000 population, and people are daily flocking in from all over the world. Some of its neighboring mines have already taken rank among the big bonangas, and new and amazingly rich discoveries are being constantly made. The rush to the gold-ribbed mountains around Sumpter during the coming season promises to rival the Cripple Creek and Leadville excitements in their palm-

the National Editorial Association to Portland last summer was merely an item in this general advertising plan.

Minnville, Newberg, the fertile and lovely summits stand almost a mile above the fields of the Yamhill country and the rich farms and dairies of Washington and and the Williamette can be traced for

Double daily train service makes it now heat and cold, sudden changes and violent storms.

City & Suburban Line.

The City & Suburban Railway Company operates one of the best electric street- in the scenes of civilization. car systems to be found in any city in the United States of equal size to Portland, as unique and wonderful in its way as The tracks owned by this company run that seen by day. On clear, moonlight The tracks owned by this company run in almost every direction, the cars from 12 different lines controlled by this system passing Third and Morrison streets at almost every minute in the day, and it is very doubtful if suburban residents in any city in the West can boast of a better service. Another noticeable feature in connection with the operating department most surprising and interesting to those is the multone couries, and notice that as a factor in building up a seaport town of importance at the mouth of the Columbia river it can have no equal. Built with special reference to a high rate of speed, for heavy traffic, and for safety, there is no doubt that Astoria and its tributary towns now have never one of the best constructed and most thoroughly equipped railways in the is the uniform courtesy and patience who have never seen them before shown by all of the employes to the partrens of the road. This feature is in strange contrast to the brusque manner from this suburb is the wonderful fog ef-

and the Willamette can be traced for miles by their glistening surfaces, forming Double daily train service makes it now possible to take in all of the line from Ashland to Portland by daylight and in easy stages, and such a trip will show the stranger what advantages Western Oregon offers to farmer, miner, horticulturist or stockraiser, especially when his hours of labor are not curtailed by extremes of heat and cold, sudden changes and violent hanced by the sounds of busy life and com-merce, which are ever floating upward. The view has a variety of beauty and grandeur, which can nowhere be found either in the wildness of the mountains or

The view from the Heights at night is

The Independence & Monmouth is a standard gauge, 2½ miles long connecting the towns which give it its name.

Columbia Southern Railway.

The Columbia Southern Railway is building into the heart of Oregon. It is oper-line in the first oper cannot be industrial movements and Leadville excitements in their paimiest days.

The Oregon Railroad & Navigation Company management is lending every encouragement to industrial movements and Leadville excitements in their paimiest days.

The Oregon Railroad & Navigation Company management is lending every encouragement to industrial movements and Leadville excitements in their paimiest of the Brusque manner from this suburts is the wonderful log extends the classical motor feets which occur in the fail and spring. At such times the observer, standing at this elevation and looking over an ocean provide, and the columbia content in their paimies to read the content in the prime feets which occur in the fail and spring. At such times the observer, standing at this elevation and looking over an ocean provide, and the content in their paimies to read the content in the read the content in their paimies to read the content in the feets which occur in the fail and spring. At such times the wonderful log extends the content in the read the content in their paimies to read the content in their paimies to read the content in the read the content in their paimies to read the content in the read the content in their paimies to read the content in the read the content in the content i

PORTLAND'S ONLY DIRECT RAIL-WAY OUTLET TO THE OCEAN.

Astoria & Columbia River Railway One of the Best-Built Lines in the West-Corvallis & Eastern Ry.

The Astoria & Columbia River Railway, the one line which connects Portland with the sea, has now been in active operation for more than a year. It is the pride of Astoria, the hope of adjoining towns. thoroughly equipped railways in the

Northwest.
Its steepest grade is less than two-fifths of 1 per cent; it has no sharp curves; its roadbed is of the most substantial con-

proper extends from Goble 60 miles to Astoria, thence 13 miles to Warrenton. Flavel, Fort Stevens and Seaside. It was built by the Northwest Construction Com-pany, under the personal supervision of Mr. A. B. Hammond, president of the road. Honeyman, DeHart & Glenn were the contractors, who have but recently turned over the road to the operating de-partment, and the construction company is now winding up its affairs. To make a continuous line from Portland, a lease was entered into with the Northern Pacific railway for a term of 99 years, by which the Astoria & Columbia River railway uses the 40 miles of track belonging to the N. P. connecting Goble with Portiand. One-half of the cost and expense of this 40 miles of railway is by the terms of the lease borne by the Astoria & Columbia Phicor Pallway Company, which yirtually River Rallway Company, which virtually makes it joint owner of it with the N. P.

From Goble, where the N. P. crosses the Columbia river, the new road follows down the south bank of the Columbia, over a strictly water-level route. The line passes through Rainier, Clatskanie, Westport, Clifton and Knappa, and still following the river, enters Astoria through the neck of Tongue Point, running along the entire water front of that city, and finally cross-ing Young's bay to Warrenton, Flavel.

Fort Stevens and Seaside.

The line from Flavel to Fort Stevens was built this year. This being an extension of the line from Astoria, the latter is practically its seacoast terminal. The history of Astoria dates back to the

year 1811, when it was established as 3 trading post by John Jacob Astor. Although the most infernally constructed town in the world, being half on land and half on sea, it is now the center of many large and growing industries.

The falmon industry alone realizes on an average over \$3,000,000 per year. The major part of the canneries of the Columbla river being located at Astoria, with three large mills employed in cutting lum-ber for foreign and domestic trade; two extensive box factories; machine shops; boatbuilding yards and other factories of lesser importance, employment is given to many hundreds of people.

The government jetty, constructed five

miles out from Fort Stevens, insures a channel of 20 feet, which gives deep-sea vessels free access to Astoria harbor. Government engineers have recently made recommendations to congress for the extension of the jetty two miles further, which, It is claimed, will insure a channel of 40 feet depth.

There are a number of seaside resorts on the extension of the line from Astoria to Seaside, where the extension terminates. Of these, Flavel, Gearhart Park and Sea-side are the most important. Seaside and Gearhart are pre-eminently

the resorts of the people. It is here that excursions come from Portland to enjoy the ocean breeze and the level stretches

Now that the Astoria & Columbia River railway's line is complete, these resorts, which formerly were accessible only by boat, are now more quickly and far more comfortably reached over the new rall-

By the completion of this route, the future of Astoria is assured. When one thinks of the magnitude of the country drained by the Columbia river and its trib utaries, the colossal wheat fields of Wash-ington, Idaho and Oregon, the mines, with their greatest wealth yet undeveloped, the forests, the fertile valleys, with their prod-ucts eager to reach the sea by easy grades, and remembers what an important part the Astoria railroad is to play in all this, he will scarcely dare to think what is to be the destiny of this city by the sea. When transcontinental connections are arranged with this road; when Oregon's natural advantages are utilized by the great railway corporations; when the magifficent harbor at Astoria is appreciated by Portland people and all its resources enlarged and made available, then some-thing of the full significance of what this

enterprise means to Oregon will begin to be manifest. Just a word about the scenery along this line. The Columbia river alone is fine enough in its majestic sweep to the sca to engross the attention of the traveler as he is whirled along its banks in one of the perfectly appointed cars of the Astoria & Columbia River railway. there are the mountains as well to lift his thoughts from things mundane and fix them upon the grandeur of their peaks, gleaming white and still above the river. A trip taken over this read for no other purpose than to view the scenery along the way would amply repay one for the time and money expended. The train service of the Astoria & Columbia River rallway is excellent. There are two perfectly ap-pointed passenger trains, with parlor cars each way every day from Portland to As-toria. During the summer season these trains go through to the seaside. The run is made in less than three hours each way. To Mr. A. B. Hammond, president of the Astoria & Columbia River railway, belongs the credit of the successful construction and completion of its line. Mr. Ham-mond is a man of strong character, tire-less energy and a man of unswerving purpose. He came to Oregon in 1894 to investigate the advantages of the proposed rallway. In the year following the contract was closed for its construction. Since that on, notwithstanding the severe financia depression of the succeeding years. Mr. Hammond has given much of his time to the personal direction of the work, and the splendid result is one of which he may

ustly be proud.'
The general offices of the Astoria & Columbia River road are located in Astoria, excepting only the office of President Hammond, which is in The Oregonian milding, Portland, where Mr. William G. Gorslin note in the enpacity of secretary and assistant to the president. The other officers are: T. H. Curtis, treasurer; J. C. Mayo, traffic manager; F. D. Kuettner, auditor, and John McGuire, superintend-

Corvallia & Eastern Railroad Co.

In 1894 the old Oregon Pacific & Willamette Valley & Coast railway was pu chased at sheriff's sale by Bonner & Ham-mond, which sale was confirmed by the court in January, 1835. The reorganized road was incorporated in April, 1895, under the name of the Oregon Central & Eastern Railway Company. This road took possession of the property and franchises of Bonner & Hammond and established headquarters at Corvallis. On December 15, 1897, the Corvallis & Eastern Railroad Company was organized, with headquarters at Albany. This company, in turn, No advertisements.

and in December, 1838, the general offices were removed from Corvallis to Albany.

The track is laid from Yaquina bay, 143 The track is laid from Yaquina bay, 137 miles to Idanha, and daily trains are run both ways between Yaquina and Dotrort, a distance of 123 miles. The eastern terminus, Idanha, is located on the North Santiam river, in the Cascade mountains, at the foot of Mount Jefferson. About 20 miles of the east end of the line runs through heavy timber.

The surveys of this road were completed.

The surveys of this road were completed and the line located as far as Snake river, 30 miles from the present terminus. The road will eventually be extended east of the mountains, where the located line traverses Crook, Harney and Malheur counties. Some 20 or 25 miles of the line has already been graded east of the Cas-cades, and, once the line is completed, it will assuredly be one of the most impor-tant avenues of commerce in the state. With the completion of the line as prolected a vast area of the best wheatrowing land in the state will be opened

The present line traverses a very exten-ive timber belt, between Corvallis and the seashore, and millions of feet of lumber annually are shipped over the line from the extensive mills now in operation. The major portion of the lumber finds a ready market in Colorado, Utah, California and Wyoming, while some of it goes to San Francisco by rail to Yaquina bay and the sea. With the completion of the much-needed improvements by the government of Yaquina harbor the present freight traffic of the Corvallis & Eastern rallway will be largely increased. A line of steamboats is now plying between Sun Fran-cisco and Yaquina bay, connecting with the Corvaills & Elastern road at that point. These vessels carry wheat and immber to San Francisco, and when deep-sea ves-sels can enter the harbor vust quantities of these products can be transshipped to points abroad as from other important seaboard terminals. The business public of Western Oregon have taken an active interest in the question of improving Yaquina bay, and it is expected that the resent congress will be asked to take in-

itiatory steps in the matter.
In connection with projects under contemplation affecting the Corvallis & East-ern, may be mentioned the fact that the people of Salem have offered a liberal bonus to the company to extend its line to the capital city. Another project that has been seriously discussed is the extension of the Corvallis & Eastern north along the seashore at Tillamook, there to con-nect with an extension of the Astoria & Columbia River rallway from the present erminus at Seaside. Doubtless the As-toria & Columbia River road's extension Tillamook will be built at no distant

Another industry on the line of the Corvalils & Eastern railway is the quarrying of fine building stone, of which vast areas are to be found. Extensive deposits of ine clay have also been found, and their development has already reached beyond the experimental stage.

As Seaside is the summer resort for the copie of Portland, so is Newport the seatide resort for the people of Central, South-ern and Western Oregon, and during the season the trains of the Corvallis & Elastrn are crowded with excursionists going o and coming from the beach.

A. B. Hammond is president of the Cor-

valils & Eastern road, and Edwin Stone is general manager. The headquarters of the road and offices of the general manager are located at Albany.

#### THE HOTEL PORTLAND.

one of the Best-Conducted and Best-Known Carnynnsaries of the United States.

There is no hotel on the Pacific coast which stands higher with the traveling public than the Hotel Portland, of Portland, Or., and there is no hotel of the East today which offers the service on the same modest scale of expenditure as Portland's leading hostelry.

The success of the Hotel Portland, both as a business venture and as an enterprise worthy of the highest popular recognition dates from the connection of Mr. H. C. Bowers with the house in 1894. Before Mr. Bowers assumed control, the hotel company under whose ownership the ho-past 5% years Mr. Bowers has annually shown a balance on the right side of his edger, a margin of profit in conducting the hotel that is most gratifying to the stockholders. It may be noted here, too, that this has not been accomplished by mpairing the service of the house, but, on the other hand, as the result of startling innovations and improvements that have stamped Mr. Bowers as one of the bestknown hotel managers in the United

States today.

The building occupied by the hotel is large, it is fire-proof, it is strictly modern in all its appointments, and it is handsome-ly, even elegantly, furnished. The disng-room fronts on two of the main streets of the city, and is most attractive in his appointments. The chef, the head waiter and the superintendents of the different departments are all artists in their respective lines. One of the most notable features of the hotel is the handsomely fitted cafe and bar. There is nothing in the Waldorf-Astoria in New York even that surpasses this part of the house, in its cozy and comfortable attractions. The handsome illustration of the Hotel Portland published in the Mustrated supplement of this number will prove of interest to the thousands of people from abroad who may have enjoyed the hospitality of this house in the past.

#### JOSEPHINE MINES.

Over 75 Hydraulte Pincers at Work in the County. The outlook for Josephine county never

was better than it is today, and the encouraging fact is that new properties are put of gold is growing every day. Proprtles are constantly being sold to investors from old-established mining camps, who have money to develop and improve said property. No less than \$500,000 has been spent the last year in buying and equipping properties in Josephine county, and yet the development is only in its infancy.

Previous to two years ago our country was essentially a placer or hydraulic gold-mining country, and in this respect second on the Pacific coast to California only. Josephine county today produces more gold, sliver and copper than any other ection in Western Oregon, Today it offers by any county of like area in the North-

Right here let me say that no longer can it be said that Southern Oregon has no permanent ledges, for she now has three paying mines in the county that are procing alone \$30,000 to \$40,000 a month magnificent veins of ore that show millons in sight.

The number of locations for quartz and dater properties in Josephine county for the past six months, we are told by the

There are no less than 75 working hyfraulic placers, and many placers that are worked by ground sluicing and by ockers, and at least 100 quartz claims

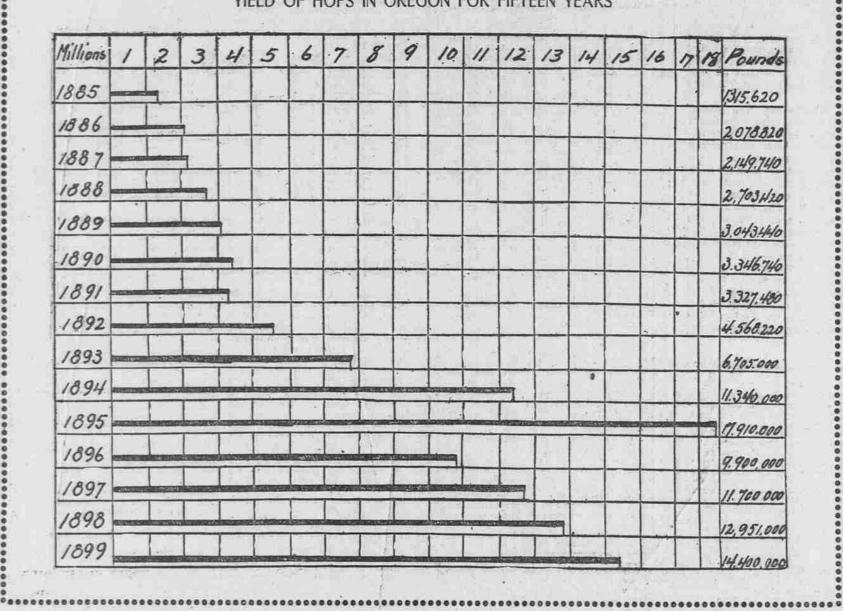
ire being developed ARTHUR CONKLIN. Grant's Pass, Or.

English Street-Car Facilities,

Philadelphia Bulletin. The advantages of the new tramcars

nd regulations which have been adopted for Manchester, as compared with those now in existence, are as follows: Halfpenny fares and commutation tickets. Dry seats for outside passengers. Electric lights inside and out. More room and greater comfort. Electric communication with conductor. Fixed stopping places.

### YIELD OF HOPS IN OREGON FOR FIFTEEN YEARS



Sumpter Valley Railway. The Sumpter Valley Railway Company operates 32 miles of main narrow-gauge ing beyond all precedent—by promoting line between Baker City and Sumpter and the prosperity of the regions and people five miles of spurs to logging camps. Not-tributary to it: for after all, the interests withstanding reports that the line will soon be extended, Joseph Barton, the chief engineer, writes The Oregonian that there and reciprocal.

0. R. & N. CO. Vast Sums Expended in Improving

the Lines. Oregon Railroad & Navigation Company. It has been the company's greatest year in the volume of business done, and in the earnings from that business; greatest in the betterment of the road liself, its tracks and equipment, and incomparably greatest in the development and improve-ment of the grand regions tributary to its lines. Its earnings for the year ending June 30, 1899, were \$7,005,979, or over \$1,-000,000 more than the entire original cap-extension and improvement, new equip-ment, interest and dividends, it had a

> 11.96 the year before.
>
> During the past two years the company tracks and their equipment, building new steamers and barges, and adding to its fahas been done all along its lines in eliminating heavy curves, filling in bridges and trestles with solid earth and stone, cient for all crops without irrigation, and Park is operated with electric cars, while pany is ballasting tracks, erecting steel bridges, an excellent mean between the too wet the rond to Portland Heights is operated by the cable system.

it inaugurated its new flyer, "The Port-land-Chicago Special," which has no equal among transcontinental trains, and a unsurpassed anywhere in the railroad dry, roads good, scenery grand, game-ac-world. Nothing that taste could suggest, cessible, sulphur, iron and soda springs ingenuity devise, skill construct, or money pay for, has been left undone to render it a model train. Every car composing it was built expressly for it, strong and gravated. massive in construction, equipped with all the latest and most-improved safety appliances, superbly furnished and fitted tle, grain and lumber are important inter-with every possible device of traveling ests. Estimated output of the gold mines. comfort, rising in many particulars to luxuriousness. So great and rapid has en the growth of passenger traffic that the company will be compelled to put on another fast train early in 1900. A co tract has been closed for new cars and

The development of the great agriculfields of waving tural and mineral regions along the lines growth of hogs. has been one of the remarkable features of the past year; in fact, of the past two years. In February, 1897, the company began a system of widespread advertising in the great Eastern papers, ley, where settlement dates back to 1844, and by books and pamphlets, that has been productive of most valuable remost populous in the state.

Heights as a place of residence are well-attested by the loyalty of those who have been productive of most valuable re-Articles on the rich resources and illues of the vast regions of Ore-

the line will of this railroad company and the people on its lines are as they should be-mutual

THE SHASTA ROUTE.

The True Gateway to Western Oregon-Grand Scenery.

To see at once the best of Oregon, in an expeditious and satisfactory manner, The year 1839 was in many respects the let the Eastern investigator take any most memorable one in the history of the route up to Ogden, El Paso or New Orleans; but thence west by the Southern Pacific line to Sacramento, where is first met the Shasta route. This then passes through the valley and the matchless canyon of the Sacramento, up and around the base of mighty Shasta, towering 14,500 feet: through the sublime vistas of the Siskiyou range, into that vale of pienty | to Rogue river valley.

The state of Oregon is, in fact, entered at Cole's Station, on the southern slope of the Siskiyous, but the revelations of mountain scenery prove so engrossing that the traveler rarely realizes that he extension and improvement, new equip- is in Oregon until Ashland is reached, ment, interest and dividends, it had a From this point via Medford (Jackson-surplus of \$1,212,826. Its assets in tracks ville), Gold Hill, Woodville to Grant's and equipment, lands, buildings, boats, Pass is 45 miles, and the section east and securities and money, amounted to \$58,- west of the track, comprising Jackson-883,178, an increase of nearly \$500,000 over ville and Josephine counties, forms the Rogue river valley. Add to this Douglas county on the north and you have what is has expended \$1.27,500 in improving its generally and popularly known as "South-tracks and their equipment, building new ern Oregon"—a corner of the earth blessed steamers and barges, and adding to its fa-with nature's kindest gifts in scenery, cilities and conveniences, and it has set soil and resources, and a climate rivaling as de \$1,500,600 for similar betterment purtant of Southern France, forming a composes during 1900. A vast amount of work posite which appeals to both material and sentimental.

The annual rainfall is 30 inches, suffi-Last September, in connection with the Oregon Short Line and the Union Pacific, the deficient in semi-tronical distriction. tic deficient in semi-tropical districts; the able and easy-riding roadbed. summers are wholly free from the hot nights and exhaustive humidity of the Atlantic. The elevation is desirable, air possess valuable remedial properties. This is just the spot for many sufferers whose allments have not become too ag-

> The chief industries of Southern Oregon are fruitraising and gold mining, but catplacer and quartz, for 1899, is \$2,497,500. Three hundred carloads of apples, penches, prunes and pears were shipped out and over the world in 1898. Wine grapes, table grapes and melons furnish great crops. The Rogue river section and its sister. cheer the man from Illinois to see the fine fields of waving corn and the healthy route continues on through Roseburg, Oakland, Cottage Grove, and Eugene, the seat of the university of Oregon and head of the rich and far-famed Willamette valley, where settlement dates back to 1844. Heights as a place of residence are well—with the growth of the city.

ready been made. The East Ankeny, Mount Tabor, Riverview cemetery, Waver-ly and Woodstock lines all run through the most attractive parts of the city, and ride cannot make a mistake by taking any of these cars. This company owns about 60 miles of street-car track, and it is possible to ride 15 miles for one fare since the new system of transfer checks went A number of improvements have been made during the past year, necessitating the outlay of a large sum of money. This expenditure was deemed necessary owing to the constantly increasing traffic, the

number of passengers in 1809 being largely in excess of 1898. The Mount Tabor line has been double-tracked, and extensions made in Albina and Multnomah. In the power-house, four new boilers have been viable reputation with its patrons for the placed in position, and a 500-horsepower Corliss engine and generator have been added. The company manufacture their own cars, and the shops are provided with the most modern machinery. Six new either in equipment or in the running cars, which are models of comfort, were schedule, that will add to the comfort of turned out during the past year, in addi-tion to the immense amount of repair traffic over the lines of this company has

people of Portland are to be congratulated that home capital has provided such a model street-car system.

Portland Traction Company and Portland Heights.

The Portland Traction Company owns and operates an electric and cable street railway from the Union depot, up Fifth street, through the heart of the city, with termini at Portland Heights and the City The line from the Union depot to the City

The six miles of track is built substan-tially of concrete and steel, forming a dur-

The cars are of the California combina-tion pattern, suitable to the climate of the Pacific coast. The policy of this company is to keep its cars and whole equip-ment in first-class condition, that it may give the best possible service to its pat-rons. Transfers are also issued via Washington street for Woodlawn, Albina, Mount East Portland, Twenty-third street and Sixteenth street.

Portland Heights, the southerly terminus of the cable division of the Portland Trac-tion Company, while only one mile from the postoffice, lies at an average elevation of about 600 feet above the business portion of the city. There are few cities in the country where such an elevation for residence purposes can be found within 12 minutes' ride of the business center, and those living at these upper levels not only enjoy the cool breezes, pure and invigorating air, entrancing view and freedom from the dust, smoke and crowded-in condition of the city below, but also enjoy Northward the Shasta in the fullest degree the city advantages through Roseburg, Oak- of pure Bull Run water, electric lights. thorough drainage and frequent car serv-

Baker City and Sumpter regions, the beetBaker City and Sumpter regions and the bakers spend the enBaker City and Sumpter regions and the bakers spend the enBaker City and Sumpter regions and the bakers spend the enBaker City and Sumpter spend the enBaker City and Sumpte plercing its surface like so many isolated beacons, while the smoke from the manufactories rises from it like inky fountains from a silvery sea. At other times the fog hangs over the river in a great stream suspended between heaven and earth, drifting and rolling along as though confined in its course by unseen walls.

Taken all in all, this residence district, and its position insures that it will never be used for other purposes, is one of the most desirable, and will ultimately become one of the most beautiful portions of

Portland Rallway Company,

up-to-date methods always pursued by

This company has gained a most en-

the management, and expense is never work.

The cars used on all of the lines are handsome and comfortable, the track is always kept in excellent repair, and the always kept in excellent repair, and the always kept in excellent repair, and the people are enjoying more prosperity at the people are enjoying more prosperity at the present time than for many years previous. The company has kept pace with the improved conditions noted, and added several new cars, both open and closed, built after original designs, that

stamp them models of beauty and comfort. The Sixteenth-street line has been extended so that a close connection is made with the large manufacturing district located in that portion of the city. A double track has been constructed at Willamette Helghts, a step made necessary by the immense number of people that visit this delightful spot at all seasons of the year; but particularly during the immer months. The view from this plant is unexcelled anywhere, and tourists summer months. visiting Portland, even if they remain but a few hours, must spare the time to feart the eye on one of the finest scenic spectacles to be found in the United States. During the warm summer evenings high-class, open-air concerts are provided at the expense of the company, a feature that has been fully appreciated by the amuse-ment-loving people of Fortland. The trip to Vancouver, Wash., which includes a ride on the Columbia river, on the com-pany's ferry-boat, is a rare treat, and some of the scenes along this route are reproduced in the art supplement of this issue of The Oregonian. Vancouver is military headquarters for the department of the Columbia, and the dress parades which take place frequently are attended by hundreds of Portland people, who enjoy the ride equally as well as the military spectacle. Formerly a 20-minute schedule during the day and a 30-minute schedule in the evening was deemed sufficient, but increased traffic made a change necessary, and now the cars run every 15 minutes

mission evenings.

Portland is proud of its street-car service, which is fully abreast of any city of twice its size in America. The right men are at the helm, and it is a safe prediction to make that it will more than keep pace

during the day, with a 20-minute inter-

It has been almost universally noted, The traveler is carried through its length, and its chief towns, including Albany, Salem (the state capital), Oregon City hardly be duplicated anywhere in the councarries in the same at the same ratio. This road is a small feeder of the Southgon, Washington and Idaho, tributary to
the company's rail or river lines, have
been published and republished all over
line expected that the road will eventually
the United States and in many of the
leading European papers. The bringing of