

THE 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.

Railroads which have direct connection with Oregon began work on 233.17 miles of new line last year. Much of the new mileage is still under construction. The O. R. & N. Co. built five miles from Fairfield to the sugar factory at Waverly, Wash., and the Spokane cut-off from Wallula to Grange City, 63.70 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 limited to the Palmer cut-off and extensions in the Lewiston country. These new lines aggregate 51.7 miles. The Astoria road built 2.1 miles between Flavel and Fort Stevens, and the Columbia Southern is building 4.5 miles southward from Moro to the new town of Shakio. The Shantoku line is hardly a railroad in the Northwest that is not credited with having plans to extend its system this year. The O. R. & N. Co. 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 lines of other companies:

Table listing various railroads and their miles, categorized into Class I, Class II, and Class III.

Class I (a)—Main line from Astoria to Seattle, 412.32 miles. ... Class II—Columbia & Palouse Railroad Company, Connell, Wash., to Moscow, Idaho, 117.32 miles.

Southern Pacific Company. The following lines are operated by lease from the Oregon & California Railroad Company: Portland to the California state line 362.81 miles.

The Southern Pacific has begun the construction of a line about 25 miles long from Eugene to the Mohawk valley. Northern Pacific Railway Company. Washington state line to Portland, 20.00 miles.

Portland Traction Company owns and operates an electric and cable street railway from the Union depot, up Grant street, through the heart of the city, to the terminus at Portland Heights and the City Park.

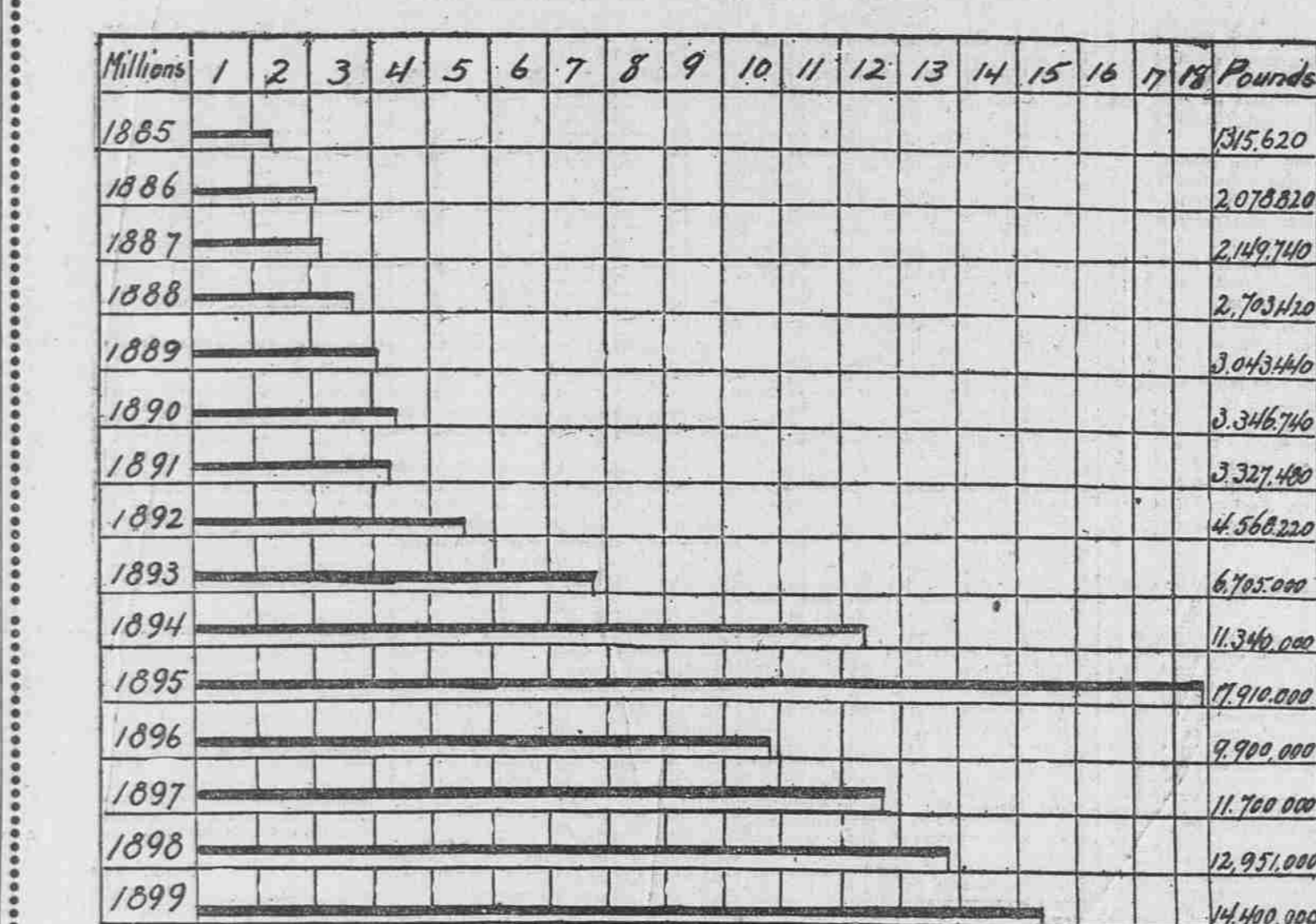
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The Rogue river, but no announcement of plans has been made. Independence & Monmouth Railway. The Independence & Monmouth is a standard gauge, 2 1/2 miles long connecting the towns which give it its name.

Columbia Southern Railway. The Columbia Southern railway is being laid into the heart of Oregon. It is operated

YIELD OF HOPS IN OREGON FOR FIFTEEN YEARS



The National Editorial Association to 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 of new settlers have been brought into the fertile grain-growing valleys of Eastern Oregon.

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 a stranger what advantages Western Oregon offers to farmer, miner, horticulturist or stockraiser.

The Oregon Railroad & Navigation Company management is lending every encouragement to industrial movements along its line, and nothing could well

be more satisfactory than the tremendous growth of the mining interests in the Baker City and Sumpter regions, the best-sugar industry about La Grange, and the lumbering, stockraising and grain and fruit-growing enterprises everywhere in its domain.

The Sumpter Valley Railway Company operates 32 miles of main narrow-gauge line between Baker City and Sumpter and five miles of spurs to logging camps.

Vast Sums Expended in Improving the Lines. The year 1899 was in many respects the most memorable one in the history of the Oregon Railroad & Navigation Company.

The Trac Gateway to Western Oregon—Grand Scenery. To seat once the best of Oregon, in an expedient and satisfactory manner, let the Eastern Investigator take any 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.

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Minville, Newberg, the fertile and lovely fields of the Yamhill country and the rich and fertile valleys of Washington and Clatskanie counties.

City & Suburban Line. The City & Suburban Railway Company operates one of the best electric street-car systems to be found in any city in the United States of equal size to Portland.

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summits stand almost a mile above the range proper. The waters of the Columbia and the Willamette can be traced for miles by their glistening surfaces, forming a pleasing contrast with the intervening country with its varying shades of dark forests, meadows and golden grain, while below, almost at one's feet, lies the city of Portland, with its beautiful buildings, its domes and spires, and its bridges spanning the Willamette—all relieved by the beautiful green of its shade trees and enhanced by the sounds of busy life and commerce, which are ever floating upward. The view has a variety of beauty and grandeur, which can nowhere be found either in the wilderness of the mountains or in the scenes of civilization.

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standing out perfect and distinct against the clear sky, and appearing only a few miles away, the city, rivers and intervening country lying obscured at the bottom of this ocean. At other times the fog will be perfectly still and smooth like a quiet sea. Again it may lie so low as to show the spires and towers of the city piercing its surface like so many isolated beacons, while the smoke from the manufacturing rises from it like ink fountains from a silvery sea.

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RAILROAD TO THE SEA PORTLAND'S ONLY DIRECT RAILWAY 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. There is no question that as a factor in building up a seaport town of importance at the mouth of the Columbia river it can have no equal.

Another feature illustrating the variety and ever-changing character of the view from this suburb is the wonderful fog-effects which occur in the fall and spring. At such times the observer, standing at this elevation and looking out across an ocean of fog, with its billows and drifting waves, sees as the farther shore the Cascade range, with the grand sentinel mountains

standing out perfect and distinct against the clear sky, and appearing only a few miles away, the city, rivers and intervening country lying obscured at the bottom of this ocean. At other times the fog will be perfectly still and smooth like a quiet sea.

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

Portland Railway Company. This company has gained a most enviable reputation with its patrons for the up-to-date methods always pursued by the management, and its expense is spared if some improvement can be made, either in equipment or in the running schedule, that will add to the comfort of the traveling public.

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purchased the property and franchises of the Oregon Central & Eastern railway, and its 125 miles of line, the general offices were removed from Corvallis to Albany.

The track is laid from Yaquina bay, 10 miles to Idanha, and daily trains run both ways between Yaquina and Idanha, a distance of 120 miles. The northern 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 and the line located as far as Snake river, 200 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 Cascades, and, once the line is completed, it will assuredly be one of the most important avenues of commerce in the state.

With the completion of the line as projected a vast area of fertile and growing land in the state will be opened for settlement.

The present line traverses a very extensive timber belt, between Corvallis and the seashore, and millions of cords of timber 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, Yaquina harbor, the present through traffic of the Corvallis & Eastern railway will be largely increased. A line of steamboats is now plying between San Francisco and Yaquina bay, connecting with the Corvallis & Eastern road at that point. These vessels carry wheat and lumber to San Francisco, and when deep-sea vessels enter the harbor vast quantities of these products can be transhipped to points abroad as from other important seaport 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 present congress will be asked to take inky steps in the matter.

In connection with projects under contemplation affecting the Corvallis & Eastern, may be mentioned the fact that the people of Salem have offered a liberal bonus in the question of improving Yaquina bay, and it is expected that the present congress will be asked to take inky steps in the matter.

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

As Seaside is the summer resort for the people of Portland, so is Newport the seaside resort for the people of Central, Southern and Western Oregon, and during the season the trains of the Corvallis & Eastern are crowded with excursionists going to and coming from the coast. A. E. Hammond, president of the Corvallis & Eastern road, and Edwin Stone is general manager. The headquarters of the road and offices of the general manager are located at Albany.

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, Cannon Beach, and Astoria, and at Westport, enters Astoria through the neck of Tongue Point, running along the entire water front of that city, and finally crossing Young's bay to Warrenton, Flavel, Port 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 southeast terminus. The history of Astoria dates back to the year 1811, when it was established as a trading post by John Jacob Astor. Although the most internally constructed town in the world, being built on islands and half on sea, it is now the center of many large and growing industries.

The salmon industry alone realises on an average over \$5,000,000 per year, and a major part of the catches are packed in the river being located at Astoria