

RAILROAD LINES OF OREGON

Volume of Traffic in the Northwest Last Year Greater Than Ever Before and Many Miles to Be Built This Year.

GREAT changes have come into the railroad situation in the Pacific Northwest the past year. There are now a dozen or more great railway corporations competing for business here and rates were in a more or less unsettled condition by reason of the fierce struggle for tonnage, the harmonization resulting from the extension of the new policy of community of ownership has brought all the lines operating in this territory into understanding with each other. Rates are now far more stable than formerly, discrimination in the way of free transportation to shippers has been greatly reduced and there has at the same time been appreciable improvement in service.

Blackfoot to Houston, and a further extension over into the Salmon River country is under way. Plans have been made for building of the Boise, Nampa & Owyhee both southward from Murphy to Silver City and northward from Nampa into the mining country. Projected in Oregon. Work is in progress on a branch railroad to connect with the Southern Pacific at Klamath Falls, just beyond the Oregon line in California, and give an outlet for the fine timber of the Klamath country. From Dayton to the timber belt back of Falls City in the Willamette Valley another railroad designed primarily for the transportation of timber is under way. The Portland, Nehalem & Tillamook Railway Company is a recently organized corporation for the purpose of building between the points mentioned in its name, and tapping large supplies of timber and coal. Part of the grade for a branch of the Northern Pacific from Scappoose, near Portland, on the Nehalem River, has been done and 22 miles of the line are expected to be completed this year. The Portland, Vancouver & Yakima Railroad has been extended northward toward the Mount St. Helens mining district, 15 miles in the past year, and it is expected to get through to the mine this year. A railroad survey to the Bohemia mining district, near the head of the Willamette Valley, is now in progress. The most important railroad building in Oregon promised for 1902 is the extension of the Columbia Southern southward for a distance of about 100 miles, from its present terminus at Shaniko, in Wasco County, to Bend, in Crook County. This will penetrate a virgin region having extensive livestock, timber and mining interests, and promise of the highest agricultural development in the state. The railroad is also projected further to Lakeview and to Burns, but there is no assurance that those extensions will be made this year. When completed the Columbia Southern will tap a vast region of Central Oregon having no other adequate means of transportation to market. This will establish advantageous relations between the Portland market, and the producers of a country that is almost untouched and is capable of marvelous development. This road now reaches southward from the Columbia River, a distance of 70 miles, and has been operated at a profit from the beginning.

Oregon Railroad Mileage. The mileage of steam railroads operating in the State of Oregon as common carriers is as follows: Southern Pacific Oregon Railroad & Navigation Co. 670 Corvallis & Eastern 142 Astoria & Columbia River 142 Columbia Southern 70 Sumpter Valley 46 Washington & Clatsop 45 Coox Bay, Roseburg & Eastern 25 Oregon Short Line 15 Rogue River Valley 15 Goble, Nehalem & Pacific 5 Independence & Monmouth 2 Total 1247 The chief railroads of Oregon are the O. R. & N. and the Southern Pacific. The O. R. & N. is a part of the Union Pacific system and the Southern Pacific is in the control of the Union Pacific, all of which is dominated by the combination of railroad interest, of which E. H. Harriman is the most active spirit. The northern combination of railroads, of which J. J. Hill is the controlling factor, reaches into the northern part of Oregon, touching the grain region in the northeastern corner of the state in the form of the Washington & Columbia River Railroad, popularly known as the "Hunt System," and getting to Portland in the main line of the Northern Pacific. The Great Northern has traffic arrangements with the O. R. & N. over which line it gets to Portland through the Spokane gateway. So, notwithstanding the fact that the combination of railroad interests by which a large part of the competition is taken out of the transcontinental field, Oregon has the benefit of competing combinations. None of the numerous "foreign" railroads represented in this territory have withdrawn because of the control of Northwestern railroads by the Eastern combinations,

but rates have been maintained steadier than ever before. An incident of the policy of extending community of ownership among Western railroads has been the opening of two more gateways affecting this country within the past year. The first was the opening of the Spokane gateway to passage of traffic both ways, which enabled the Puget Sound section to deliver to and receive from the interior Rocky Mountain region by passing through Oregon. The second was the opening of the Denver gateway, by which the Union Pacific consented to take at that point for transcontinental carriage traffic from its competitors that originated at competitive points to the eastward. Previously the Union Pacific had declined to receive such traffic at Denver, thereby forcing it over its own line from the point of origin or driving it over competitive lines all the way to the Ogden gate, which has been open since 1874. These, however, were matters of railroad policy, affecting the relation of the various lines with each other rather than the interests of the general public. The act that put the O. R. & N. and the Southern Pacific under one general control has brought greater unity of purpose and action in the railroad development of Oregon. These lines comprise three-fourths of the entire railroad mileage of the state, and traverse the most productive sections. They are now operating as Oregon roads, or practically as such, and are the main lines of traffic originating in Western Oregon and destined for the East west over the Southern Pacific through California, near Portland, on the Nehalem River, on the Oregon border, and then the Sierra Nevada to get out of California, such traffic may now go forward through Portland and over the O. R. & N. to the East, avoiding both mountain chains. This contributes to low cost of service and increases the speed or shortens the time of transit. The same principle applies to traffic moving in the opposite direction. This is one of the ways in which the new railroad policy has come to benefit Oregon.

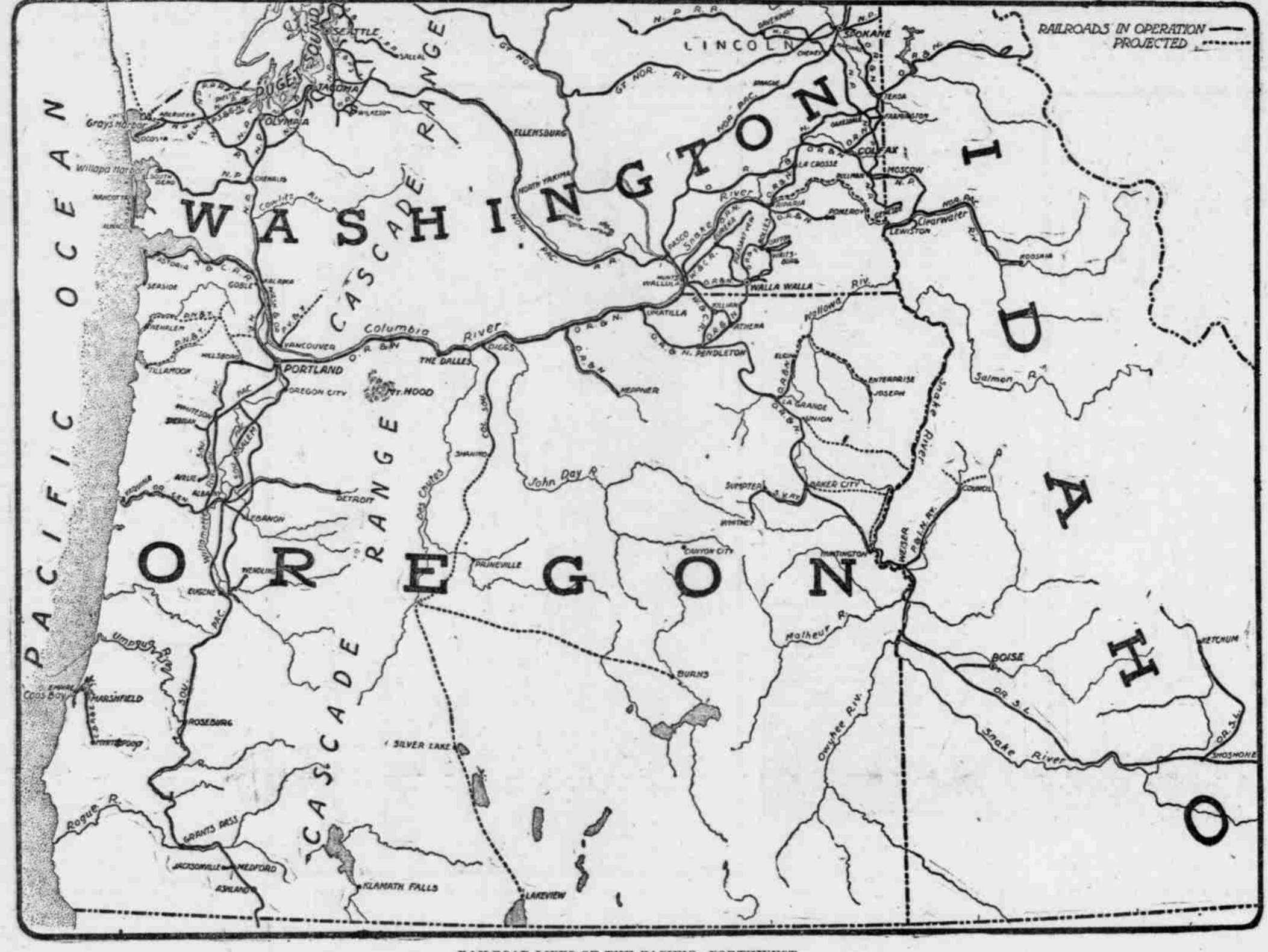
Railroad Aid to Agriculture. For three years past the O. R. & N. Co. has pursued systematically a policy for the development of the agricultural interests of the country served by its lines. It has maintained an experiment farm near Walla Walla, where various crops new to the Northwest have been tested, and from which new and improved seeds have been introduced among the farmers. The company has co-operated with the Department of Agriculture in this work, and results have been reached that have been of great benefit to the country. Grasses for dairy stock and for re-covering ranges that had been eaten out; new varieties of grains from all parts of the world, sweet potatoes, tobacco, cotton, peanuts, hops and other crops have been tested for their adaptability to the conditions of the Columbia Basin. Some have failed, some have proved successful to only a moderate degree, and some have verified all that the most enthusiastic experimenter interest was also taken by the company in the introduction of the most modern methods of dairying, and this has been highly successful in various localities. The objects sought is to break the bond of a single crop that so many of the farmers have clung to to give them a variety of productions instead of confining them to the growing of grain alone. As a rule the land of the farmer who devotes all his energies to the raising of grain lies idle one-third of the year in summer fallow. Modern agriculture teaches that the grain land may as well be employed as lie idle, but it cannot be continually kept in wheat, and the result is highly beneficial to the producers. The railroad company is re-embarked upon an untried but not unprofitable venture in the volume of traffic that comes from the farms and ranges under the new treatment. Within the past year this policy of agricultural development has been extended along the lines of the Southern Pacific in Oregon and there is every promise that the results will be equally gratifying. The creamery industry in the Willamette Valley has already received marked impetus, special encouragement having been given to this business for two years. Last fall samples of 20 varieties of grain were distributed by the Southern Pacific Company among the farmers of the Willamette Valley, and there is great interest not only in observing what degree of per-

fectory gain in the amount of Portland business handled. Notable changes in railroad officials in the past year have been the promotion of Charles H. Markham, who was for four years general freight and passenger agent of the Southern Pacific's Oregon line, to be assistant general freight traffic manager of the system, at San Francisco, the appointment of R. B. Miller, who had been assistant general freight agent of the O. R. & N., to be general freight and passenger agent of the Southern Pacific; the appointment of W. B. Coman, who had been the Oregon Short Line representative in Salt Lake City, to be assistant general freight agent of the O. R. & N.; the appointment of A. B. C. Denniston, who had been city ticket and passenger agent of the Great Northern in Portland, to be general Western passenger agent of that company in place of R. C. Stevens, who died in Seattle. Early in the year W. H. Hurlbut withdrew from the office of general passenger agent of the O. R. & N., to go into private business, and he was succeeded by A. L. Craig, who came from the office of assistant general passenger agent of the Northern Pacific in St. Paul. The city ticket offices of the O. R. & N. and the Southern Pacific were consolidated September 1. A number of minor changes were made in various offices in consequence of the readjustment in carrying

war that had extended for more than two years, were restored last Spring to a rational basis, and there has been no further disturbance of lower river rates. This was important from the fact that a large volume of seaford travel was affected by it. The North Beach Railroad, of the Iwaco Railway & Navigation Company, which had been purchased by the O. R. & N. Co., was for the first time operated in connection with the river steamers of the latter corporation this year, resulting in notable improvement of the service. The Astoria & Columbia River trains run through between Portland and South Beach without transfer. A third beach that is patronized by Portland people is that at Aquina Bay, near Astoria. Railroad Traffic at Portland. Following is a statement of the number of freight cars and the number of pieces of baggage handled by the Northern Pacific Terminal Company at Portland for the months of the year just past, compared with the reports for the same months in 1900:

Table with 4 columns: Month, Freight cars, Baggage, and a fourth column with values. Rows include January, February, March, April, May, June, July, August, September, October, November, December, and Totals.

This does not by any means show all the railroad business of Portland. None of the O. R. & N. wheat traffic from the interior Columbia Basin gets into the hands of the Terminal Company. A considerable amount of freight is delivered direct to the warehouses on the East Side, by both the O. R. & N. and Southern Pacific, and the cars sent out again, without crossing the river to the hands of the Terminal Company. One line of the Southern Pacific does not get to the Terminal grounds at all, entering a separate station on the river front, at Jefferson street, for both passengers and freight. Probably one-third the freight cars that are handled in Portland do not go to the Terminal Company. Of the baggage perhaps 90 per cent goes through the Union Station of the Terminal Company. Steamboats on the Willamette and Columbia Rivers do a heavy business in both passengers and freight, and sub-



urban trolley roads also handle both classes of traffic. Thirteen regular passenger trains arrive at and depart from Portland every day, most of these being heavy transcontinental trains. Two trains a day run between Portland and San Francisco, two trains daily between Portland and Omaha and three trains daily between Portland and St. Paul. The others are local passenger trains, exclusive of suburban service. Material improvements have been made in the passenger service in the past year, both in the equipment and in the time schedules. A Sunday train on the West Side division of the Southern Pacific, serving the west side of the Willamette Valley, that was formerly cut off from all communication with the outside world on Sunday, except by telephone, was an innovation of the year, and has come to stay. Portland commands the best of railroad service. No other Pacific Coast city has so many railroad lines, no other Pacific Coast city can get access to the great producing country of the interior without climbing over a tall mountain range. The Columbia Gorge lets railroads through the Cascade Range on a water level. The traffic of the vast and rich Columbia Valley gravitates to Portland as naturally as water flows down hill. The advantages of this city as a fresh-water seaport makes it almost an ideal meeting point for rail and ocean traffic. The local demand for transportation accommodations has been so great during the past year that comparatively little attention has been given to "foreign" traffic, that is, traffic having neither origin nor destination in this territory. This sort of traffic shows up large in statistics of imports and exports for a port, but it is no index of the prosperity of the people of the state; it gives no key to either the producing or consuming powers or to the industrial status of the state.

Main lines of railroad in the Pacific Northwest are already sufficient for the needs of commerce for many years to come. The movement is now toward building feeder, short lines reaching out into productive sections, to haul traffic to the main lines. Among these are projects for logging roads and roads for prospecting mines. As these are built they open up the country for settlement and establish agricultural industries. This process of development is now making gratifying headway in Oregon, Washington and Idaho. The railroads are giving every encouragement to this rational growth, and it fills the future with great promise. J. M. LAWRENCE.

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Advertisement for Portland Bridge & Building Co. Text includes: 'ROBERT WAKEFIELD, President.', 'ENGINEERS and GENERAL CONTRACTORS', 'STRUCTURAL IRON AND STEEL WORK A SPECIALTY'. Contact information: 'Room 857 Worcester Block, Corner Third and Oak Streets, PORTLAND, OREGON'.

The shortage of freight cars has been marked in the last quarter of the year, but this condition has been general over the entire country, and was brought about by circumstances that could hardly be guarded against. There was too much traffic for the transportation companies to handle it promptly. The volume of traffic in the Northwest was greater last year than ever before. This has been due to the regular development of the local business of the country and also to the fact that this is becoming more and more a gateway for the commerce of the Orient. The condition of great railroad interests has taken much of the edge from the competition that formerly marked the conduct of railway affairs in this territory. A great deal of money has been spent in improvements and betterments of railroad property and in rolling stock. On the lines of the O. R. & N. Co. more than a score of wooden bridges have been replaced with steel structures or filled in, and several miles of new track have been built to eliminate curvature, reduce grades and otherwise improve the road. The Oregon Short Line has pursued the same character of work, which seems to have become a policy of the entire Union Pacific system. A good deal of this kind of improvement has been done on the Northern Pacific lines, particularly on the Washington & Columbia River Road in the Walla Walla and Umatilla Valleys.

New Railroad Building. Of the new road there are 35 miles between Kalama and Vancouver, by the Washington & Oregon Railroad Company, and five miles from Portland to St. Johns, by the O. R. & N. Co., begun and wholly completed within the year. Survey has been made for bringing the Washington & Oregon Railroad across the peninsula from Vancouver to Union, and there is reasonable assurance that the line will be built in 1902, involving certainly the bridging of the Columbia at Vancouver and possibly another bridge across the Willamette. The O. R. & N. Co. is now putting the finishing touches on an extension of a dozen miles in Washington, between Dayton and Covejo, with prospect of 10 miles further extension to connect with the Pomeroy branch of the same company's lines at Delacoy. This company has projected a line down the Grand Ronde Valley to Enterprise. It also has a line definitely located between Riparia and Lewiston and considerable work done there on grade. This line may be built this year, giving outlet by rail on a water grade, for the entire rich Clearwater Valley. A subsidiary company has been organized for building a railroad from Union to the Snake River opposite the Seven Devils mining district in Idaho. Another road is projected from Baker City toward the same region. From Huntington northward down the Snake several miles of grade have been completed and some of the rails have been laid on a road also designed to give transportation to the Seven Devils mines. This enterprise is now emerging from bankruptcy, and it will probably go forward at once. In Idaho a railroad from Weiser toward the Seven Devils country is completed and in operation as far as Council, and a good deal of work has been done on a further extension of this line, the Pacific & Idaho Northern, for 40 miles, one branch to the mines and another branch to desirable timber. Over in the Eastern part of the state the Oregon Short Line has opened a branch 90 miles long extending from

operated as Oregon roads, or practically as such, and are the main lines of traffic originating in Western Oregon and destined for the East west over the Southern Pacific through California, near Portland, on the Nehalem River, on the Oregon border, and then the Sierra Nevada to get out of California, such traffic may now go forward through Portland and over the O. R. & N. to the East, avoiding both mountain chains. This contributes to low cost of service and increases the speed or shortens the time of transit. The same principle applies to traffic moving in the opposite direction. This is one of the ways in which the new railroad policy has come to benefit Oregon. For three years past the O. R. & N. Co. has pursued systematically a policy for the development of the agricultural interests of the country served by its lines. It has maintained an experiment farm near Walla Walla, where various crops new to the Northwest have been tested, and from which new and improved seeds have been introduced among the farmers. The company has co-operated with the Department of Agriculture in this work, and results have been reached that have been of great benefit to the country. Grasses for dairy stock and for re-covering ranges that had been eaten out; new varieties of grains from all parts of the world, sweet potatoes, tobacco, cotton, peanuts, hops and other crops have been tested for their adaptability to the conditions of the Columbia Basin. Some have failed, some have proved successful to only a moderate degree, and some have verified all that the most enthusiastic experimenter interest was also taken by the company in the introduction of the most modern methods of dairying, and this has been highly successful in various localities. The objects sought is to break the bond of a single crop that so many of the farmers have clung to to give them a variety of productions instead of confining them to the growing of grain alone. As a rule the land of the farmer who devotes all his energies to the raising of grain lies idle one-third of the year in summer fallow. Modern agriculture teaches that the grain land may as well be employed as lie idle, but it cannot be continually kept in wheat, and the result is highly beneficial to the producers. The railroad company is re-embarked upon an untried but not unprofitable venture in the volume of traffic that comes from the farms and ranges under the new treatment. Within the past year this policy of agricultural development has been extended along the lines of the Southern Pacific in Oregon and there is every promise that the results will be equally gratifying. The creamery industry in the Willamette Valley has already received marked impetus, special encouragement having been given to this business for two years. Last fall samples of 20 varieties of grain were distributed by the Southern Pacific Company among the farmers of the Willamette Valley, and there is great interest not only in observing what degree of per-

out the new policy of harmonized railroad rates between Portland and Astoria, which had been cut to the nominal figure of 25 cents in the progress of a rate

Eastern lines represented here report a good year in this territory. Business for the Buffalo Exposition was but a small factor in this prosperity; soldiers returning from the Philippines were more important. The Epworth League meeting and the Episcopal Convention in San Francisco brought many extra passengers and excursionists to the Coast, and the Northwest entertained its share of these visitors. The picturesque Rio Grandes were able to hold their own with Ogden gate-way traffic in the midst of circumstances not altogether favorable. The Colorado Midland, though not so large a factor, made a relatively good showing. The Eastern connections of these lines—Rock Island, Missouri Pacific, Burlington and Santa Fe—have held their proportion of Northwestern business. The Burlington and Santa Fe have made large because of its connections with the Northern Pacific and Union Pacific as well as with the Ogden gateway lines. The Milwaukee and the Northern Pacific have made satisfactory increase in the volume of traffic handled for the Pacific Northwest. The Illinois Central, a new line in this field, has done an excellent business. The Wisconsin Central was a little more aggressive than formerly, with corresponding results. The Vanderbilt lines came in for their share of the general prosperity. Even the Canadian Pacific, which suffered severely in this field by the war over differences three years ago, reports a very

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