

OUR STREET RAILWAYS

Notable Improvements and Extensions Have
Been Made During the Past Year.

THREE railway companies operate cars on the streets of Portland. One of these does comparatively little city business, most of its traffic being inter-urban and suburban. This is the Oregon Water Power & Railway Company, whose enterprise is noticed elsewhere. The City & Suburban Railway Company has the largest mileage of city lines, about 65 miles. The Portland Railway Company operates about 21 miles of track, including the suburban line to Vancouver. All these are trolley lines.

The past year has been one of notable improvements for the street railroads of Portland, which means, incidentally, the streets of Portland. Preparations for building new track that had been long delayed because of the inability to get the necessary materials were carried into effect the past year and the result is several miles of the best street railway possible where very indifferent track had been an eyesore and annoyance to the citizen of civic pride. All the improvements made have been for permanence. There will be continuation of these improvements and extensions of lines the coming year.

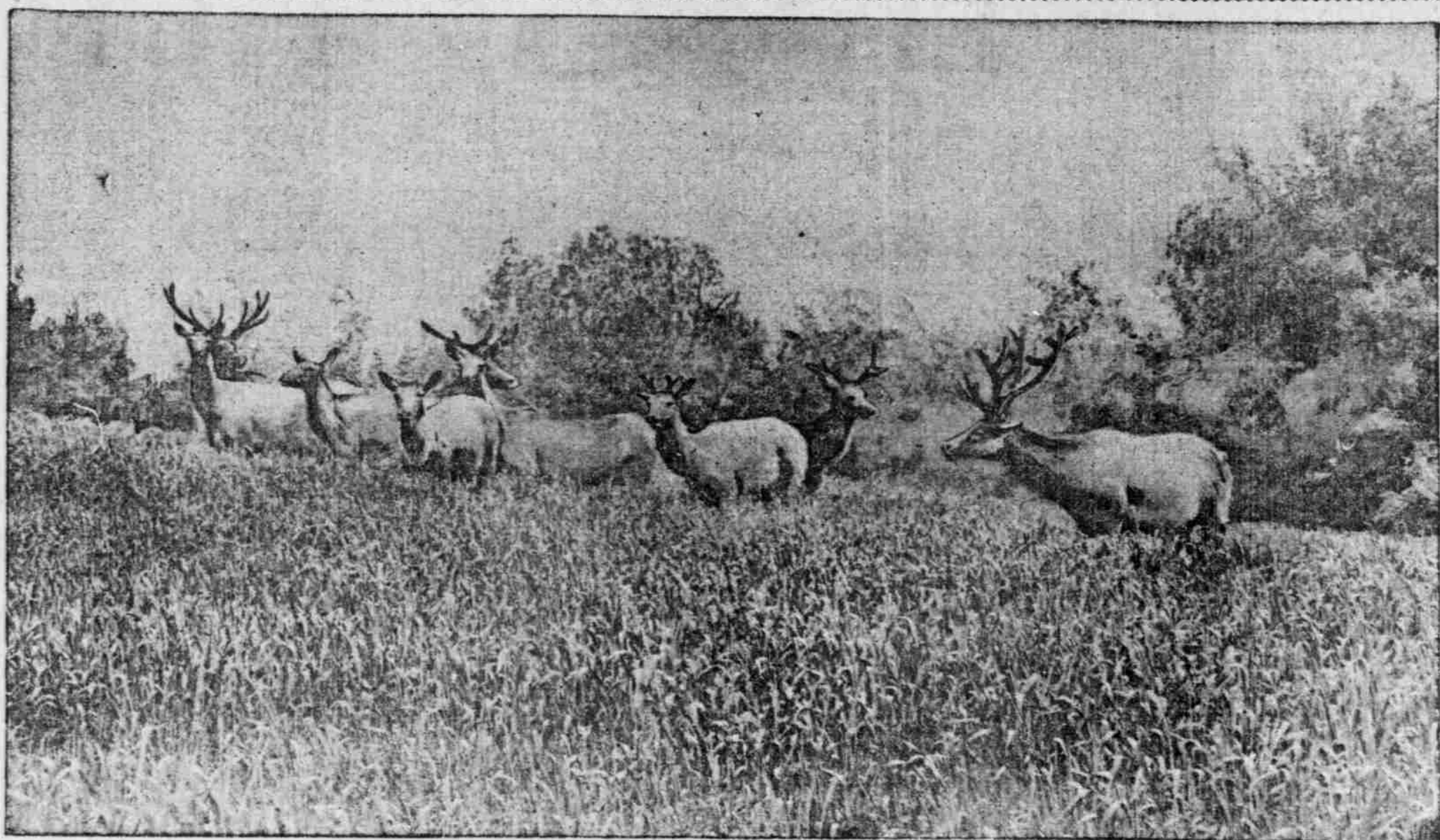
City & Suburban Railway.

The City & Suburban Railway Company has spent something over \$200,000 in improvements and betterments during the year 1902. The important track repairs and betterments have been apparent to the public as they progressed from day to day, though many of the expenditures have been called to the attention of but few.

The company now operates about 65 miles of track and, while but about two miles have been built during the year, a large amount has been relaid and double-tracked. The new mileage consists of the Brooklyn and Powell-street branch, about one and one-half miles, and the East Twenty-eighth-street, or Doernbecher Furniture Factory, extension. The double-tracking of the Williams-avenue and Mount Tabor lines has been completed throughout their entire length and a considerable portion of the Williams-avenue line has been rebuilt and relaid with heavy steel, while the Irvington, Woodstock and Richmond branches have been entirely equipped with new continuous joints and their physical condition much improved.

Nearly \$100,000 has been spent in new equipment, all of which has been built at the company's shops at Twenty-fourth and Savier streets. The two 4-foot, four-motor cars just completed for the St. Johns line, which has heretofore been operated by steam, are as complete in every detail as such cars can be made, and in appearance and finish are the equal of anything in the country today. The company's standard car for city service is 31 feet in length and 22 of this type alone have been turned out during the year and are now in service, while four more will be ready within the next few weeks, and the material is on hand and preliminary work is going forward on a lot of 15 open summer cars of the same general proportions.

The company also operates its own power-house, which is now capable of turning out 3000 horsepower. During the latter part of 1901 about \$50,000 was expended in additional power for this plant and about \$30,000 during the present year.



AN ACTUAL PHOTOGRAPH OF ELK IN THEIR NATIVE IDAHO WILDS.

Photo by Geo. M. Webster.

Further extensions will be made as rapidly as machinery can be procured.

The most important improvement made by the company during the year was the relaying of Third street and the lower portions of Morrison and Gisan streets with 85-pound grooved girder rails. This long-delayed improvement was projected for 1901, but owing to repeated failure of the American mills to ship the rails as promised the company finally ordered them from Belgium, this being the first order for foreign rails placed for many years. It is estimated that since this order at least \$5,000 tons have been shipped from Europe to this coast, the City & Suburban Company alone having imported 1400 tons. Misfortune, however, seemed to follow the Third-street shipment, as the vessel which carried it was over eight months on the road, or double the time usually taken for such

a trip. The rails did not reach Portland until the 15th of September, when work was immediately started, and was pushed with a vigor which caused favorable comment by all familiar with such work, and even by the general public. It is true that a good deal of inconvenience was caused the Third-street merchants, but in the main they recognized that the end justified the means, and bore the inconvenience without a murmur. In doing this work the company used the best and most modern methods and appliances, and no better piece of track exists in the United States today. This improvement has cost the company over \$60,000, less than \$15,000 of which amount was for the rails, while nearly one-half was for the street improvement.

To provide for the future as well as the present the company has purchased real estate adjoining its various car barns to

an amount of over \$30,000. In addition to its present complete shop it is now planning to erect a manufacturing plant containing every modern convenience.

With the steam motor from the St. Johns line the last relic of old methods in railway operation disappeared from this company's system, yet less than 15 years ago it put into operation the first steam motor ever operated in the State of Oregon, and this was then considered the ideal method of propulsion for suburban lines. Beyond doubt "the world do move," and investments in street railway properties move with it, while the increased value of real estate leads the race. For every dollar added to the value of street railway stock in a growing community it is estimated that fully \$5 is added to the value of the real property of the city, and in Portland this estimate is rather below than above the facts.

In common with all institutions this company is looking forward to the 1905 Exposition, and will be in shape to handle any crowds that may come during that season. It was a matter of remark with the management of Ringling's Circus and Buffalo Bill's Wild West Shows that they had never seen the crowd better or more expeditiously handled than was done by this company to and from the grounds on Savier street, in spite of the fact that this is almost at the terminus of only one of the company's branches.

As a strictly local institution, practically the entire earnings of the City & Suburban Railway Company remain at home.

The Portland Railway Company.

The year just closed witnessed the laying of the first 7-inch girder rails in Portland. These were laid on a heavy con-

crete base, with Belgian block pavements grouted in with cement. The first piece of track of this description was laid by the Portland Railway Company on Burnside street, from First to Fifth, and consisted of a double track, connecting the tracks on First street with those on Fifth. The 40-pound tee rails on the Washington-street track, between Third and Fourth and between Sixteenth and Twenty-second, were taken up, and the 7-inch girder rails, weighing 91 pounds to the yard, were substituted. This track was also laid on heavy concrete base, with Belgian block pavement, grouted with cement. The length of track laid on Burnside and Washington streets was about one and one-half miles.

The company has also made extensive changes in its car barns and carshops, the principal improvement being made at Twenty-third and Washington streets,

where a large extension was made to the car storage barn, and a new and commodious machine shop and armature-room was built adjoining the car barn. A large two-story brick car-building shop, and paint shop has now been completed at the same locality. An extension was also made to the car barn at Woodlawn, and a new office building added at the same place.

A waiting-room has been constructed at the end of the trestle for the ferry landing on the Oregon side of the Columbia River. A waiting-room has also been provided for the patrons of the road on the Vancouver side.

Double track has been put down on Sherman and Second streets, where formerly the line was single track, which makes the Fifth-street line to South Portland practically all double track.

It has been the practice for some years for the company to build all of its cars in its own shops. In the past year four long double-track cars with a center aisle were added to the Washington-street run. This is a new feature in open street-cars, and has proved so satisfactory that the company now has six more of these cars under way for the coming Spring. A new type of closed car has also been introduced by this company, the car body proper being of the usual length, the new feature being long vestibules. These vestibules, in addition to seating 12 to 15 passengers, provide a large amount of standing-room without obstructing the entrance to the center part of the car. These cars have double trucks and are provided with electric signal bells for the conductor, and are much appreciated by the patrons of the road.

A new freight office has been located at Fifth and Hoyt streets, to accommodate the rapidly increasing freight and express business handled by the Merchants' Express Company over the lines of the Portland Railway Company between Portland and Vancouver, Wash. An increase in service has been made on all the lines of the company and thorough service inaugurated for the Vancouver travel.

WEALTH IN HOPS.

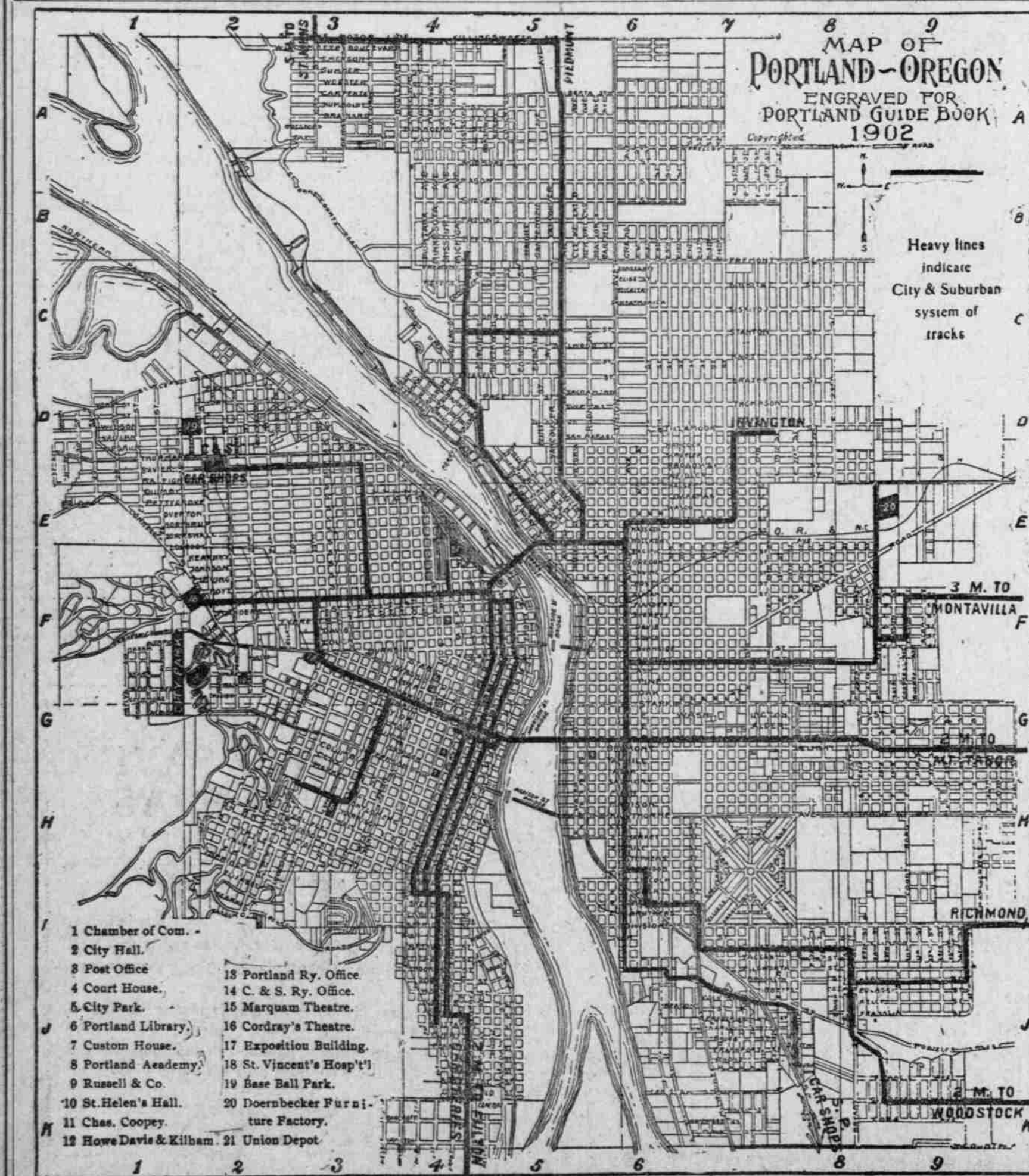
Growers Make as Much as \$170 Per Acre.

Many a hopgrower in the Willamette Valley last year sold his crop for enough money to pay for his land, and this, although the land cost him \$100 an acre. Many yards produced 1000 pounds or more per acre. The price reached 25 cents a pound by the middle of November.

The cost of production was about 5 cents a pound, leaving 17 cents a pound net profit, or \$170 per acre. Some growers produced more than 1000 pounds per acre, while others had somewhat less. The average price at which the crop was sold was about 26 cents, so that the average net profit was about 12 cents a pound.

Fish Worth \$2,500,000.

The rivers of Oregon yielded the fishermen of this state last year a harvest the value of which was \$2,500,000. Columbia River salmon take first rank the world over. The recent report of the Master Fish Warden shows that the supply of fish is increasing, and that there is no danger of depletion on account of extensive fishery operations.



City & Suburban Railway Company's Lines, Portland

The City & Suburban Railway Company occupies a unique position in the electric railway field, not only as regards Portland, but practically the whole United States, in that it is probably the only complete electric railway system covering a city of over 100,000 people which is owned and controlled entirely by local capital. This ownership extends to the bonds as well as the stock, as over 80 per cent of these are owned by our own citizens or by local institutions.

With the introduction of electricity as a motive power street railways became a factor in the financial world and "traction securities" have long been a name to conjure with. Either from lack of funds or by reason of flattering offers local railway institutions in nearly all cities have, one by one, passed into the hands of large Eastern syndicates; but our far-seeing local capitalists early recognized the value of this property and have steadily held on, through good times and bad, in spite of many apparently advantageous offers. How long this policy will continue is, of course, only a matter of conjecture, but there seems no present indication of a change.

The accompanying map shows the extent to which this company's lines cover the city proper, and more than that, they suggest the little girl's question, "Where do the rivers go to when they get to the end of the map?" The City & Suburban lines first ran off the end of the map into an almost undiscovered country. Many of them still run into sparsely settled communities, but they furnish the working men of the city a quick and easy method of reaching homes that have been built on cheap property where it is still possible to own one's house, garden and livestock at a combined rate cheaper than house rent in the heart of the city. The company's lines can be traced by the fringe of homes, both large and small, extending into otherwise vacant territory, and at the present rate of growth this fringe will soon broaden until the suburban, and not the urban, lines will be the most profitable.

While a local institution, the company has not been a "mossback" institution. The same people under different names, the Willamette Bridge Railway Company and the Transcontinental Street Railway Company, operated the first steam motor and the first electric railway car in the State of Oregon, and were among the pioneers of electric railways in the United States. They were also the first road in the United States to adopt the modern double track car as a standard, the first order of the United Company, placed in 1891, being for twenty-five cars of this type that has since become the standard of every electric railway of importance in the United States. They were laughed at at that time, but events have proved the wisdom of their choice.

Today the company owns and operates over sixty miles of electric railway track and one may go from one extreme to the other, a ride of approximately fifteen miles, for 5c. This low fare and a free transfer system have been in vogue for many years and have greatly assisted in building up the outlying districts.

As a further contribution to the home system the company, several years ago, began building its own cars and has since furnished steady employment to from twenty to forty mechanics in this line of work. During 1902 thirty-one large passenger cars were built and fully equipped at the company's shops at Twenty-fourth and Savier streets, and cars will continue to be turned out to the full limit of the shops' capacity for the coming year; in fact, it is only lack of cars which prevents more frequent service on all the company's lines. No better index of the growth of Portland can be had than the fact that thirty cars a year has not kept pace with its growth.

It is the policy of the company to extend into new territory as fast as safe and conservative judgment will approve, but the present feature of its work is the improvement of its existing lines and equipment. During 1902 over a quarter of a million dollars has been spent in new work and betterments and probably a greater sum will be expended during 1903 on the same lines. Visitors to the 1905 Fair will not find Portland behind the best Eastern models in street railway facilities and in aggressive and vigorous management.

The company has also constructed at its shops practically all its switch and crossing work and in this way has kept many thousand dollars at home which otherwise would have gone to Eastern factories; in fact, its whole policy is an object lesson to others in what can be done in Coast manufacturing with a little boldness and skill. The company has lost no money by manufacturing its own equipment, while the entire community has been immensely benefited and the few sleepless nights of its officers have long since been made up.

In the various departments of its business the City & Suburban Company has six hundred men in its regular employ, the majority of whom are men of family. The number of men employed has more than doubled in the last two years and is steadily on the increase today.

No city in the United States today has better street-car facilities than has Portland, nor has any growing Western town been better served throughout its history.

The accompanying map graphically expresses the extent of this railway system and makes detailed description unnecessary. Portland people and those who expect to visit Portland would do well to cut this out for future reference.