

RAILROADS OF THE STATE

Great Increase of Freight and Passenger Traffic During the Year.

THE mileage of steam railroads operating in the State of Oregon as common carriers is as follows:

Southern Pacific	665
Oregon Railroad & Navigation	328
Corvallis & Eastern	142
Astoria & Columbia River	70
Columbia Southern	70
Sumpter Valley	46
Washington & Columbia River	45
Coos Bay, Roseburg & Eastern	29
Oregon Short Line	15
Boyan & Southwestern	15
Boyan River Valley	15
Goble, Nehalem & Pacific	5
Columbia & Nehalem Valley	4
Independence & Memmouth	2
Total	1,097

Freight Cars Handled.

The following figures show the number of freight cars handled by the Northern Pacific Terminal Company in the past three years, the O. R. & N.'s grain traffic and a material part of the business of the Southern Pacific not getting in this report:

January	1900	1901	1902
February	8,329	8,605	8,524
March	7,777	7,734	8,415
April	9,208	9,790	10,147
May	8,851	9,908	10,802
June	9,689	9,720	10,629
July	9,658	9,122	11,583
August	10,818	11,417	12,190
September	11,422	12,029	12,808
October	9,597	10,388	11,907
November	9,219	9,514	10,000
December	11,674	119,620	130,979
Totals	116,374	119,620	130,979

It is proper to note in this connection that the gain in tonnage is greater than these figures show, for the reason that the size of cars is constantly increasing and the proportion of empty cars handled is less and less. It is also to be observed that the Terminal Company does not handle more than 75 per cent of the cars that come to Portland.

Volume of Passenger Traffic.

The following figures, showing the number of pieces of baggage handled at the Portland Union Depot for three years past, indicate roughly the increase of passenger traffic at Portland, though they leave out of consideration the East Portland depot and the Jefferson-street station of the Southern Pacific:

January	21,609	24,904	23,052
February	22,693	22,574	22,298
March	20,196	20,271	22,517
April	22,480	23,814	26,324
May	23,779	25,902	28,601
June	21,209	21,508	20,628
July	22,720	22,025	22,691
August	27,584	27,005	27,194
September	44,499	47,301	36,480
October	35,558	37,373	38,001
November	34,789	33,191	30,382
December	27,410	31,759	35,000
Totals	360,851	437,471	470,000

*Estimated.

YEAR OF RAILROAD PROSPERITY.

New Mileage Immediately Tributary to Portland—Developments.

ABOUT 185 miles of new railroad have been put in operation in the past year or are now in an advanced stage of construction in Oregon or in territory tributary to Portland. The longest new line is that of the Columbia River & Northern, from Lyle to Goldendale, in Klickitat county, Wash., a distance of 42 miles. The grade is finished and rails are now laid for about a third of the way, and the work is proceeding satisfactorily. All the rails are on hand and rolling stock is delivered and ready for immediate use. The next longest stretch is that of the Washington & Oregon Railroad, which was absorbed by the Northern Pacific a few months ago. That line is 30 miles long, between Kalama and Vancouver, on the Washington side of the Columbia River. It is to cross the Columbia at Vancouver and enter Portland, giving the Northern Pacific better facilities than it now has for reaching this city. The Portland, Vancouver & Yakima has been built and put in operation 36 miles of new track, penetrating a region of heavy timber and giving it an outlet to the Columbia River. The Oregon & Southeastern Railroad has built 15 miles of railroad from Cottage Grove, in Lane county, southeastward toward the Bohemia mining district, and is pushing on toward the mines. The Klamath Lake Railway Company is building up the Klamath River to the timber district on the west side of Klamath Lake, Oregon. Fifteen miles of that line are completed, on the California side of the state

line, and twice as many miles remain to be built, the work being now under way. Nine miles of railroad are under construction in Columbia county, by the Columbia & Nehalem Valley Company. The O. R. & N. extension to St. Johns, five miles, and its Covello branch, in Washington, 12 miles, were opened in the year. Then there are 40 miles of trolley line now under way from Portland to a point on the Upper Clackamas River, by the Oregon Water Power & Railway Company.

The Columbia Southern Extension Railway Company has completed a survey and definite location of a line from Shanks, the present southern terminus of the Columbia Southern Railroad in Wasco county, southerly to Bend, on the Deschutes River, in Crook county, a distance of 100 miles. It is expected that a railroad will be built on that route the coming year. The Northern Pacific has surveyed across from the Yakima Valley to the Columbia River at the mouth of the Klickitat, and announced its purpose to build a railroad there this year. The Southern Pacific Company has had engineers recently in the field making what it calls a study, having reference to the building of a bridge across the Willamette River near Oswego, for the purpose of letting the West Side lines of the company into the terminal yards of Portland without the necessity of traversing the steep grade on Fourth street, which has also come to be one of the central business streets of the town. Building of a bridge there would involve construction of a dozen miles or more of new railroad across Tualatin Plain in order that all the West Side lines might get the benefit of the new route.

Oil for locomotive fuel has been introduced on the Columbia Southern and is found to give satisfaction. Its special advantage is apparent in the latter part of the summer. This road runs through a dry grain country, and after the grain has ripened destructive fires are easily set by sparks from wood or coal fuel. That trouble is entirely obviated by using oil for fuel. The Southern Pacific is also making preparations for using fuel oil at the southern end of its Oregon lines, tanks for storing it having been erected at Ashland, Hornbrook, Edgewood and Dunsmuir.

The past year has witnessed notable reductions of railroad charges in Oregon. July 1 local passenger rates were reduced 25 per cent on the Oregon lines of the Southern Pacific. All stations on these lines were made Pacific Northwest common points for transcontinental passenger business, beginning with the season of the summer. Before that time passengers were delivered in Portland and the local rate from here to the point of destination, if it should be between Portland and the California boundary, was required extra. This tended to keep homeseekers out of the Willamette Valley and Southern Oregon, giving other sections an undue advantage in the matter of obtaining settlers. A 10 per cent reduction in grain rates from the interior Columbia Basin to tidewater went into effect August 1, saving more than \$150,000 a year to the producers. A number of other adjustments have been made, among them the recent reduction of distributive rates from the Coast cities to points as far east as the Idaho border, which enables the Coast jobbers to handle a larger share of the business of that region.

All the railroads have had an exceptionally prosperous year. No important official changes were made except that R. B. Miller, who had been for eight months general freight and passenger agent of the Southern Pacific's Oregon lines, became general freight agent of the O. R. & N.; and W. E. Coman, who had for eight months been assistant general freight agent of the O. R. & N., was promoted to the position of general freight and passenger agent of the Southern Pacific's Oregon lines.

The Oregon railroads have given special attention to the matter of advertising the resources of the state among Eastern people interested in bettering their condition. The Harriman lines last summer organized a regular immigration bureau, with headquarters in Chicago and trustworthy agents distributing information about this country in the Central and

Upper Mississippi Valley States. Results are already perceptible, and there is assurance that large numbers of useful citizens will make their homes in Oregon as a result of this propaganda.

O. R. & N.'S IMPROVEMENT.

Better and Safer Road and a Larger Business at Less Cost.

THE O. R. & N. has continued in the past year the improvements that have characterized its policy for five years past. In that period something like \$5,000,000 has been put into new rolling stock and improvement of the physical condition of the road. Fifty miles of track have been changed, so that 3000 degrees of curvature, the equivalent of nearly 17 full circles, have been eliminated. The maximum curves reduced from 10 degrees to 6, and the maximum grades reduced from 45 to 25 feet to the mile. Nine miles of bridges have been replaced with solid earth and rock fills, and more than half a mile of wooden bridges have been replaced with steel. Many miles of track have been ballasted, and general improvements have been extensive.

In the past year two extensions of the O. R. & N. have been completed, though much of the work on them was done in the preceding season. These are the St. Johns extension from Albina, five miles long, and the Covello extension in Washington, from Dayton to Turner, a distance of 12 miles. Through the latter half of the past year the O. R. & N. Co. has had engineers on the route of the proposed extension up the Snake River from Riparia to Lewiston, Idaho, where everything is in readiness for building as soon as the Harriman and Hill lines compose their differences. The distance is 75 miles. The route lies on the north bank of the Snake River to its junction with the Clearwater, where a bridge will cross the latter stream to the City of Lewiston. Mr. Harriman announced last May that that road would be built, but since then, it is understood, difficulties have arisen that have prevented agreement between the Union Pacific and the Northern Pacific, and the matter is still delayed. It is said, however, that construction of the Lewiston line is sure to proceed soon.

The changes of line of the O. R. & N. in the past year have included the rebuilding of a little more than half a mile at Bridal Veil, the change of seven miles between Rowena and The Dalles and of about nine miles between Echo and a point a mile east of Yoakum, in Umatilla county. On the Rowena change 23 curves were taken out, a total of 52 degrees of curvature being eliminated. The maximum curve is reduced from 10 to 4 degrees, the distance is shortened 1000 feet and 60 feet of rise and fall are eliminated. In the Umatilla County change 24 curves embracing 86 degrees of curvature, were taken out, 60 feet of rise and fall were eliminated and 1500 feet of distance was saved in the nine miles. These are the more notable improvements of the year, though on all parts of the line, in both Oregon and Washington, everything has been done to keep the road up to the highest standard of efficiency.

Traffic handled by the O. R. & N. Co. in 1902 was greater in volume and yielded larger revenue than for any previous year in the history of the road. And the percentage of increase in passenger earnings has been greater than that of freight increase. This has been largely due to the movement of settlers into the Pacific Northwest, though the disposition to travel has been notable among all classes of people. But the movement to Oregon has never before so strong. This state has been much neglected because railroad interests in states north and south of Oregon led them to advertise their advantages widely and to get settlers and tourists in great numbers, while Oregon was comparatively unknown. Within the past year the Harriman lines have organized and set in operation a system of advertising that has begun to show results. Oregon, so long neglected, will come in for a special harvest from this work.

General Passenger Agent Craig, of the O. R. & N. Co., has been one of the most active and persistent advocates of this plan, and he has had prominent part in getting the matter in its present promising shape. To get immigration for Oregon is now a definite part of the O. R. & N. policy, as a part of the Harriman system of transportation lines.

It is estimated that the O. R. & N. trains brought 20,000 homeseekers into Oregon in the past year. The fact that the company took an active interest in getting immigration for Oregon materially increased its passenger lists; and then the position of the Union Pacific as the most direct transcontinental route to this state had its effect on business. Freight has been active all the year. The lumber trade has been the largest Oregon ever knew, and at no time in the year has there been available all the cars desired to move the business. No special handling has come from this fact, for the manufacturers gauged their output by the amount of stuff they were able to get delivered, not selling beyond what they could get to market. But if there had been facilities for shipping, the lumber output would have been larger. The movement of grain has been comparatively easy this season. Livestock has crowded somewhat at times. Merchandise shipments were heavy throughout the year. The only notable reduction in freight rates was on grain from the interior Columbia Basin to tidewater, all the railroads joining in a tariff showing a 10 per cent reduction. This went into effect August 1, in time to catch all the season's grain.

No change has come into the transcontinental affiliations of the O. R. & N. in the past year. The property is owned and controlled by the Union Pacific and is a part of the great Harriman combination of transportation lines. The O. R. & N. operates 110 miles of railroad and 1035 miles of water lines, less than 100 miles of the rail lines of which are in the State of Idaho, the remainder being in Oregon and Washington and upon the high sea between the Columbia River and San Francisco Bay. The headquarters of the company is in Portland, A. L. Mohler being president and general manager, R. B. Miller general freight agent, A. L. Craig general passenger agent, J. P. O'Brien general superintendent and W. H. Kennedy chief engineer.

Besides steamers on the Columbia, Willamette and Snake Rivers, the O. R. & N. operates two steamships on the ocean line to San Francisco. The Portland & Astoria Steamship Company, which operates a regular line of steamships between Portland and the Orient, is an allied corporation, having its headquarters also in Portland.

SOUTHERN PACIFIC'S NEW POLICY.

Developing the Country and Getting on Good Terms With People.

THE Southern Pacific has devoted much attention in the past year to the industrial development of the country served by its Oregon lines. General Freight and Passenger Agent Coman has given a great deal of his time and energy to the introduction of new methods for industries already established and to planting new industries in the field. The creamery business, which has grown up in the past three or four years under the encouragement of the Southern Pacific, has become a notable feature of Western Oregon. Incidental to this the company this year offered special inducements to the introduction of pure-bred stock. Efforts have also been directed to finding markets for the productions of the Willamette Valley and Southern Oregon; not that there was no local demand, but the company believed sharper competition among buyers in its field would prove a great incentive to production, the truth of which theory has been already proved. The larger the volume of productions, the more business for the railroad, and as that is the railroad's mission on earth—to get and do a carrying business—the promotion of industrial development along legitimate lines is the most effective way to bring permanent prosperity to the railroad.

It is already demonstrated that this is a paying policy. But a few years ago the Southern Pacific in Oregon was not looked upon as specially enterprising, and the whole country had a reputation for ultra-conservatism. With the changed attitude of the railroad the people have taken new energy and are making great progress in all lines. Dairying and lumbering are notable examples of this new

development, but in all branches of progressive industry a more progressive spirit is manifest. Adjustments of rates have been made, and arrangements for carrying Eastern shipments through Portland have been a factor in materially improving the service. The local passenger rates were reduced from 4 to 3 cents a mile last July. All Southern Pacific stations in Oregon have common rates with Portland for passengers from the Missouri River and beyond. There has been generous response to the invitation 40 homeseekers from the East to settle in Western Oregon, and it is estimated that fully 25,000 have established new homes in this section of the state in the past year. Never before did points south of Portland have common rates with Portland for homeseekers and tourists.

The change that has brought new life into Western Oregon is partly due to the Harriman consolidation, by which the Southern Pacific and Union Pacific systems were brought into one railroad family. This made practicable the common rates and the routing of Western Oregon transcontinental business through Portland on a water grade instead of climbing the two difficult ranges of the Sierras and the Sierra Nevadas with it. The O. R. & N. and the Oregon lines of the Southern Pacific are now operated in harmony, having common interests to serve and a common control at the top, though separate sets of officers to manage them locally. Richard Koehler is manager of the Southern Pacific's Oregon lines, reaching southward to Dunsmuir, Cal.; W. E. Coman is general freight and passenger agent, L. R. Fields is superintendent, and W. A. Grundahl is chief engineer.

The Oregon lines of the Southern Pacific comprise 75 miles of track. The main stem leaves the Sacramento division at Dunsmuir, Cal., and reaches through to Portland, passing down the east side of the Willamette River, the total distance being 49 miles. Of this 32 miles are in California, however. From Woodburn a line extends around the east rim of the Willamette Valley to Natron, a distance of 31 miles. From Springfield, near Natron, a branch reaches eastward into the timber 18 miles. Another branch extends from Albany to Lebanon, a distance of 11 miles. On the west side of the Willamette the West Side division reaches from Portland southward to Corvallis, 97 miles, and the Yamhill division also goes southward from Portland to Airfie, a distance of 73 miles. All this track is of standard gauge.

No new road has been built by the Southern Pacific in this state in the past year, though three short connecting lines are now under construction. Much has been done in the way of general improvements, however, many miles of track have been ballasted and preparations have been made for laying 75 miles of 33-pound rails in Southern Oregon in the Spring. These rails are coming from Belgium by sailing vessels direct to Portland. The company has filled several tenders and bridges, has replaced wooden structures with steel, has added greatly to the capacity of its shops in Portland and otherwise improved the efficiency of its property. This work has proceeded to greater extent in the coming few years than it has heretofore, until the whole property shall be practically renewed in line with modern railroad standards.

Southern Pacific business in Oregon for the year just ended far surpassed that of any other year, both in volume of traffic and in money receipts, notwithstanding a reduction of one-fourth in local passenger rates and concessions in freights. There is an excellent feeling between the railroad and its patrons and every confidence in the future. There is assurance of greater growth coming than the oldest settled part of Oregon has yet known.

ern Pacific came openly into possession of that company. The bridge across Lewis River has just been completed for the passage of trains. In connection with that road the Northern Pacific has announced plans for bridging the Columbia River at Vancouver and building across the peninsula to Portland. A tunnel through the backbone of the peninsula and another bridge across the Willamette constitute a part of this plan. It is said that the Northern Pacific has acquired the Portland, Vancouver & Yakima Railroad, reaching northeastward from Vancouver a distance of 22 miles. Sixteen miles of that road were built in the past year, taking it into a valuable timber belt. Northern Pacific surveys have within the past three months located a line across the country from the Yakima Valley to the Columbia River at the mouth of the Klickitat, and President Melien has given out the positive statement that his company would build on that route.

The work of laying heavier rails and ballasting the track has been prosecuted through the year on the Cascades division of the Northern Pacific, reaching from Ellensburg to Portland, and the road is in better physical condition than ever before. The company is also better supplied with rolling stock, but as in the case of other railroads in the Northwest, there have not been cars and engines enough to move promptly the business that offered. The past year has been the most prosperous in the history of the Northern Pacific. For the first time the road operated three through passenger trains daily between Portland and the East, two running through to St. Paul and one going down over the Burlington to St. Louis. Besides these a local train gave special accommodation to traffic between Portland and Puget Sound, making connections with branches for South Bend and Gray's Harbor points.

The movement of immigration along the Northern Pacific has been notable through a great part of the year. Oregon has received a considerable share of the homeseekers moving over that route, though not so large a share as the State of Washington. As in the case of the Harriman lines, the Northern Pacific gave all Western Oregon points common terminal rates. Assistant General Passenger Agent Charlton, having charge of this field, estimates that his company carried 6000 homeseekers into Oregon in the past year. The tourist business has been exceptionally heavy, also, with every promise of a still greater movement of this class of travel the coming year.

Stretching from Lyle, on the north bank of the Columbia River, at the mouth of the Klickitat, to Goldendale, a thriving town in the center of the rich Valley of the Klickitat, is a railroad grade 42 miles long. Rails are now laid on the lower third of that route, and the work of getting the track into Goldendale is being pushed. This is an enterprise organized in Portland last Spring and supported entirely by Portland capital. It is the Columbia River & Northern Railroad. After the railroad enterprise was well organized the company purchased a steamer line on the Columbia River, so as to be in position to handle independently the traffic trains might deliver at the bank of the river. This 42 miles of railroad now nearing completion will drain a highly productive district toward Portland, but it is chiefly important because it marks the beginning of an era of independent development, in which home capital will move confidently to open the

OREGON'S SMALLER RAILROADS.

Shared in the General Prosperity—Two Tapping Important Territory.

THE minor railroads of Oregon have shared the general prosperity of the state and the period. The Corvallis & Eastern has done a good business without any particular change in its character. There has been some talk of extending the line across the mountains to the East, but no definite move in that direction has been made. The Astoria & Columbia River Railroad has experienced a material increase in business. It handled a large Summer resort travel, and there was no disposition to cut the rates to a ruinous figure, as has been done in previous years.

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NORTHERN PACIFIC AGGRESSIVE.

Thirty Miles of New Track on the Columbia—More Planned.

IN the past year the Northern Pacific has put in operation 30 miles of new track between Kalama and Vancouver, Wash. Most of the construction of that line was done last year under the corporate name of the Washington & Oregon Railroad, but subsequently the North-

adjacent country and relieve the outlying districts of the isolation in which they have long fettered. Owing to extensive development operations on foot in the Valley of the Deschutes River, there was marked activity in the territory served by the Columbia Southern Railroad. Three large irrigation enterprises have been organized for that section of the state, embracing nearly 10,000 acres of arid land. There has also been unusual demand for the pine timber of this movement is not yet in sight, though most of the available public domain has been taken. Nothing to speak of has yet been done with the tracts to be brought under irrigation. Preparations for extending this railroad 10 miles farther southward are now under way, the definite location of the line having been made and maps filed so as to secure right of way across Government land.

The Sumpter Valley Railroad has handled a large traffic, chiefly composed of timber and mining freight. There is probability that the road will be extended a few miles this year. The Coos Bay, Roseburg & Eastern Railroad has been much talked of in connection with a project for building between Salt Lake City and Coos Bay, for which the Great Central Railroad Company was made last Spring. Considerable reconnoitering has been done, and surveys are now in the field locating the line between the present terminus of the railway at Myrtle Point and Roseburg, the avowed intention being to begin construction there early in the Spring. It is proposed to take over the Coos Bay, Roseburg & Eastern and incorporate it in the new enterprise. Seven miles of the Coos Bay Belt Line, between Empire City and Marshfield, are now under construction. This is allied with the Great Central movement, the headquarters of which is now located at Roseburg, the avowed intention being to begin construction there early in the Spring. It is proposed to take over the Coos Bay, Roseburg & Eastern and incorporate it in the new enterprise. Seven miles of the Coos Bay Belt Line, between Empire City and Marshfield, are now under construction. This is allied with the Great Central movement, the headquarters of which is now located at Roseburg, the avowed intention being to begin construction there early in the Spring. It is proposed to take over the Coos Bay, Roseburg & Eastern and incorporate it in the new enterprise. Seven miles of the Coos Bay Belt Line, between Empire City and Marshfield, are now under construction. This is allied with the Great Central movement, the headquarters of which is now located at Roseburg, the avowed intention being to begin construction there early in the Spring. 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