

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:

Table with columns for railroad names and mileage. Includes Southern Pacific, Oregon Railroad & Navigation, Corvallis & Eastern, etc.

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:

Table showing freight cars handled by month from January to December for 1900, 1901, and 1902.

*Estimated.

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.

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:

Table showing passenger traffic (pieces of baggage) by month from January to December for 1900, 1901, and 1902.

*Estimated.

YEAR OF RAILROAD PROSPERITY.

New Mileage Immediately Tributary to Portland—Developments.

ABOUT 183 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.

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 & Falls City, Falls City & Western Company.

The Columbia Southern Extension Railway Company has completed a survey and definite location of a line from Shaniko, 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 10 miles.

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.

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 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.

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.

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.

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.

Traffic handled by the O. R. & N. 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.

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.

Freights have 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 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.

Development of the country and getting on good terms with people.

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.

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.

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 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.

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.

Shared in the General Prosperity—Two Tapping Important Territory.

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.

Stretching from Lyle, on the north bank of the Columbia River, at the mouth of the Kllickitat, to Goldendale, a thriving town in the center of the rich Valley of the Kllickitat, is a railroad grade 42 miles long.

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 Kelama and Vancouver, Wash.

ern Pacific came openly into possession of that company. The bridge across Lewis River has just been completed for the passage of trains.

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 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.

SUBURBAN TROLLEY EXTENSION.

Important Feature of Development for the Portland District.

A FEATURE of transportation development that is full of promise to Portland, as well as to the adjacent country, is the extension of trolley lines from this city out into productive territory.

So far as actual construction has been done on suburban trolley lines the Oregon Water Power & Railway Company is entitled to all the credit.

HARVESTING A CROP OF STRAWBERRIES AT HOOD RIVER. THE ANNUAL OUTPUT IS ABOUT 80,000 CRATES.



—Photo by George M. Weister.