

RAILROADS which open OREGON



OREGON is served at this time by two main systems, with various side lines feeding the one or the other. The road from the East to Portland, Oregon's metropolis, and to tide water, where the great ships carry forth much of the products of the world beyond the seas, this road is called the Oregon Railway & Navigation Company's railroad.

Entering the state at Huntington, midway on its eastern boundary, connecting there with the Oregon Short Line and its through service to Omaha and Chicago, the Oregon Railway & Navigation Company's line (called the O. R. & N. for short), runs northwest to Umatilla, just west and south of the junction of the Columbia and Snake Rivers, a distance of 217 miles. The railroad, on its course to Portland, then turns directly west, but in so doing leaves the starting point of quite a network of railroads, leaving Oregon and heading through Eastern Washington for Spokane in the northeast, and providing on the way for the needs of a rich portion of Umatilla County in Oregon, and of the far-famed Walla Walla County and Palouse district, in Washington.

From Umatilla Junction to Portland the O. R. & N. follows the exact course of the Columbia River, along the northern boundary of Oregon, for 187 miles. For 100 miles the railroad runs through a desolate strip of sandy river valley, giving but occasional glimpses of the uplying wheat lands, prosperous farms, fertile valleys, broad cattle and sheep ranches, stretching for many scores of miles over the whole wide expanse of Oregon to the south. For many years the station of the interior brought their freight wagons to the railroad stations, with their grain and wool, while their cattle and sheep were driven in great bands in due season to the cars. Of recent years it has been found that with the provision of smaller railroads up first one and then another of the northward flowing streams, tracing the valleys from the high plateau to the great river, population and trade sprang into being all along this northern edge of the inland Empire of Oregon. From Heppner Junction to Heppner, for 45 miles runs one railroad; from Heppner to Shaniko, 70 miles, another. The preparation for yet another from Arlington to Olex are now announced to be far advanced.

Roads for Central Oregon.
The same demand which has caused the recent building of these roads will, most unquestionably, call for their southern extensions at no distant date. To which of them will be accorded the privilege of crossing the northern high lands and opening up the great tract of irrigable lands of boundless possibilities, of which Central Oregon for area of not less than 27,500 square miles consists, time, and that no distant time, will show.

West of The Dalles, the Columbia has broken through the barrier of the Cascade Mountains, and the sandy riverbed is exchanged for that blasted out of the rocky margin of the river. Foaming waters, towering precipices, rugged rocks, fern-clad gorges, combine in successive scenes of beauty to charm the eye of the traveler from the East, and never grow old and familiar to the native born. At Hood River the railroad gathers in for both Western and Eastern destinations the fruit products of that fruit oasis. While the residents of the valley say that less than one-fourth of the fruit land is yet in cultivation, what that one-fourth yields to the transportation line is wonderful indeed. Hood River apples are on sale in London, Paris, Berlin, as well as in all the great cities of the United States. Hood River strawberries are likewise known wherever the refrigerator cars can carry them, and the demand far exceeds the supply.

Cascade Timber Belt.
In following the O. R. & N. to Portland from Hood River, we pass through the northern end of the Cascade timber belt lying in Oregon. Sawmills abound. The side creeks and waterfalls are harnessed in the service of man, and the railroad is the carrier of its products to both home and foreign markets.

Quite an important lumber industry has also been developed in the Blue Mountain region, between Huntington and Umatilla. The lumber industries along the O. R. & N. are growing fast.

Before reaching Portland, we notice the stockyards and packing establishments at Troutdale, which are principal factors in the supply of the city.

The O. R. & N. seems especially to fill the function of a trunk line, carrying the products and supplying the needs of districts and of people far away from the line of its own railroad, and in this suggestion is found the reason for the obvious want of correspondence between the comparatively small number of residents along its lines and the vast volume of its business. So far as Oregon is concerned, it is unquestionably to her disadvantage that this sole line of connection between herself and the great world to the east of her should follow the northern edge of her territory and leave the 275 miles to the south of it unprovided for except as reached by the branch and subsidiary roads to which reference has been made.

Portland stands at the confluence of the Columbia from the East and the Willamette from the South. The Columbia and the O. R. & N. railroad bring to the shipping there the products of what is right and reasonably termed the Inland Empire. The Southern Pacific Railroad and the steamboats of the Willamette River bring to her the products of Western Oregon, to which region we now turn.

When the limits of the City of Portland were last fixed by charter, for except as were passed at the expense of acreage included. But the growth of the city, steadily, though silently, pressing on, indicates that they who marked out that area were wise in their generation.

Southern Pacific Lines.

At the Union Depot of the city the two great streams of traffic, from the East and South, converge. The freight cars of nearly every considerable railroad in the United States are found in the yards, while in the wide halls and waiting rooms of the passenger depot are passing or sitting representatives of all of the nationalities which have heard the call of the Pacific Northwest.

As the O. R. & N. is the railroad of the north and east of Oregon, and her high-

way to the East, so the Southern Pacific is the railroad of the west and south. The main line to the South takes the middle of the Willamette Valley to its head, south of the University town of Eugene, crosses the divide into the Umpqua Valley, still south, over a rough dividing ridge, into the Rogue River Valley, well called the Italy of Oregon, and so south into the Calapooya range of division between Oregon and California. Then on South to the Bay City and its activities.

There is probably no region of similar size in the United States which offers more diversified products for transportation by railroad, presents more questions for solution by the intelligent railroad manager, and is more dependent for continued and growing prosperity on the just and far-sighted solution of such problems. The mere list of the chief products will go far to justify this suggestion: Grain of all kinds, livestock, wool, meat, dairy products of every sort, raw fruits (various), dried fruits, minerals (various), logs and lumber, hops, hay, woolen manufactures, paper manufactures, cordwood for Portland and the large towns, poultry and eggs, besides the thousand and one articles brought in with the incoming settlers, and the carrying to market of the products of the small industries of the towns and villages. Excepting grain, all are in their infancy.

Great Tonnage Hauled.
The following figures are either actual or form very conservative estimates for the tonnage transported on the O. R. & N. and the Southern Pacific Railroads in Oregon for 1903 of several of the staple products of the state:

Hops, 55,000 bales.
Wool, 10,000 tons.
Mohair, 385,000 pounds.
No statistics are obtainable on wheat, oats and hay, but the quantity of wheat is enormous.
Lumber, not including shipments to California, 20,000 cars.
Columbia salmon, 300,000 cases.
Green fruit, including apples, 17,000 tons.
Dried fruit, chiefly prunes, from 2,500,000 to 3,000,000 pounds.
Livestock over the O. R. & N.—
Horses, 500 carloads.
Cattle, 120 carloads.
Sheep, 100 carloads.
Hogs, 80 carloads.

Figures on wheat, oats and hay are not available.
The mainline of the Southern Pacific, via Oregon City, Salem, Albany, Eugene, Roseburg, Grant's Pass and Ashland, connects these centers of population with the metropolis and with each other. The West Side line, of nearly 100 miles, fills a similar function for the western division of the great Valley, and John Hillsboro, Forest Grove, McMinnville, Independence and Corvallis with Portland. The Woodburn & Natron branch of 33 miles runs along the eastern side of the Valley, and after passing through about 80 miles of very rich and well-settled farming country, enters the timber district of the Cascades at its western edge, where several of the very large lumber mills are placed. These mills form a very important item in the consideration of the lumber transportation question yet to be mentioned.

Yet another Southern Pacific line in

Oregon is the Sheridan & Astoria branch, on the west side of the Willamette River, passing from Portland to the southwest for 75 miles. For some 30 miles it cuts through a rich belt of land adapted for and already growing large quantities of hops and fruit, and especially fit for dairying—an attractive district to the small farmer, the fruit and vegetable raiser, the hopgrower; in fact, for the large class whose money capital ranges between \$500 and \$2500. For the rest of its course this branch passes through larger and more costly farms.

In the region served by the Southern Pacific, and forming the most attractive part of Western Oregon, 16,228 of the people were settled according to the census of 1900 leaving out the urban population of county seats, of 117,356. It is no very bold prophecy to predict a population three times as large when the next decennial census is taken, since ten times the present number would not fill this area to the density of people found on the lands of several of the Eastern States.

Road to Astoria.

One of the few independent railroads in Oregon is the Astoria & Columbia River, running along the bank of the Columbia by the Northern Pacific track to Goble and thence on its own tracks to Astoria, and on to Seaside with a branch to Fort Stevens. Its mileage at present is 53, but its terminus at Seaside is temporary, and an immense traffic is in prospect whenever it reaches the timber and coal of the Nehalem, and the timber of Tillamook and Lincoln Counties. Its chief business so far has been between Portland and Astoria, the seaport of the Columbia, the headquarters of the salmon fishery industry, which bids fair to be the largest lumber exporting point on the Northwest Coast in the near future.

The growth of the lumber traffic of this line is shown by the fact that in the year 1902 the capacity of mills outside of Portland tributary to it was about 60,000 feet a day, while in the year 1903 it was 1,350,000 feet a day. The combined cut of the Astoria mills has grown in the same time from 100,000 to nearly 600,000 feet a day, and that city can now boast the most complete and modern sawmill on the Pacific Coast, which was put in operation November 1. While the product of canned fish has not increased greatly in the last few years, there has been a large increase in the output of pickled and frozen fish for foreign markets. Until the completion of the Astoria & Columbia River Railroad it was not possible to market frozen fish, but under present conditions fish can be frozen in cold storage rooms at Astoria, transported in the frozen state to distant markets and sold there as fresh Columbia River salmon.

Corvallis & Eastern.

The only railroad striking across Oregon eastward from the ocean and south of the O. R. & N. and of Portland is that known as the Corvallis & Eastern. Starting from the port of Yaquina, it crosses the Coast Range and connects with the west side line of the Southern Pacific at Corvallis, 37 miles south of Portland, thence to Albany where it crosses the main line of the Southern Pacific, 70 miles south of Portland. From Albany eastward, through a rich farming

country for 30 miles and then, holding its eastward course up the valley of the North Santiam, this railroad reaches the heart of the great timber belt of the Cascades. It is constructed and running trains for a distance of 133 miles from the Coast. Its pass over the Cascades is entirely practicable, and will open on the eastern slope of the mountains, whenever extended from its present temporary terminus, into the immense area of Central Oregon at a point about 30 miles south of the Columbia and of the O. R. & N. line. Thence its course will be in a generally southeasterly direction, following the great depression which takes in the wide tripartite districts of the Deschutes Valley, of the Crooked River Valley, of the Harney and Malheur Lakes and Valleys, and so down the Nehalem River nearly to its junction with the Snake, and to a connection at Ontario or some neighboring point with the Oregon Short Line.

Obviously an easy connection could be made in the Willamette Valley between this line at some point before it com-

measures the upward grades towards the Cascades and one or other of the Southern Pacific roads, thus affording Portland a fresh access to the great timber belt, and what is yet more important, a new and easy road into the yet untouched Central and Southeastern Oregon. To any one familiar with this immense region of undeveloped resources, and vested with the historic sense of what has followed railroad building into other tracts there bare of population, it is indeed strange that this opportunity has been suffered to lie dormant for so long. This last-named enterprise occupies the middle ground of partial completion.

New Lines in Southwest Oregon.

It is stated from time to time that other railroad building plans touching the southwestern portions of Oregon are to be put into execution. Such preparations seem to have been made for a railroad starting from Coos Bay and running

thence east to Roseburg and so finding its way through and over the Cascade Mountains, heading for Salt Lake, and an Eastern connection which is not a "Harriman" road. Recently another enterprise is very confidently mentioned, using the Rogue River as its passageway through the Coast Range between Gold Beach and Grant's Pass, and being affiliated with the railroad which is already making its quiet way northwards along the California Coast.

Profitable Little Railroad.

The most promising of the independent railroads in Oregon, from its inception to the present time, is the Columbia Southern, already mentioned in connection with the O. R. & N. Starting from Biggs, a station on the O. R. & N. 128 miles east of Portland, it follows a directly southerly course, midway between the Des Chutes and the John Day River Valleys, and has reached Shaniko, 70 miles. There a new town of 100 people has grown in 24,327 in number, and rose in 1903 to 32,501.

So the commercial freight of this new road into a very sparsely settled district, 70 miles in length and having no south connection, amounted in 1903 to 66,575 tons, and in 1902 to 58,830 tons—encouraging figures for any who may, in regard to this or any other like enterprise, be "lingering, shivering on the brink, and fear to launch away."

Line to Goldendale.

The Columbia River Northern, another independent railroad, though lying in Washington, opens Klickitat County (following the north bank of the Columbia) to Portland commerce. So far 43 miles of railroad, from Lyle on the bank of the Columbia northeastward to Goldendale, have been, in July, 1903, opened for traffic. Extension into the Horse Heaven Country and on into the Yakima Valley, as contemplated. Preliminary steps, by way of surveys and acquisition of part of the needed right of way, have already been taken. A fine line of sternwheel steamboats from Portland to The Dalles, connecting at Lyle with the railroad, has been provided by this company. So far the main traffic arises from wheat, livestock (especially hogs), and some fruit, which grows excellently in the Klickitat country. A large and important body of yellow pine timber has been opened by this railroad, and lumber transportation is an important item. This road is essentially a Portland enterprise.

Another railroad enterprise affecting the extreme northeast of Oregon, must not be forgotten. The line between Riparia and Lewiston is to follow the north and east banks of the Snake River, and its extension either southward to Elgin in Walla Walla County and a connection there with the Elgin branch of the O. R. & N. on down the main Snake River toward Huntington is to follow. This improvement is one of the long-talked-of and promised lines. It seems now to have entered the category of early construction.

To Be Extended in 1904.

Long-continued negotiations between Mr. Lytle (the man who designed and has built the road and has filled the president's chair from the first) and Mr. Harriman for the extension southward of this road have, it is recently stated, resulted in an agreement by which Mr. Harriman and his friends provide, by the purchase of its bonds, the sum of \$1,000,000 for the construction in 1904 of the 100-mile section from Shaniko south to Bend, a new town on the Deschutes River. The grades to be crossed do not

exceed 34 per cent, and the surveys follow a direct course. This is the surest prospect for important development of a yet untouched region that of the new year of 1904 offers to Oregon.

The figures of the 70 miles operated in 1903 show most satisfactory increases over those of 1902. The main items are as follows:

Wheat, 28,000 tons, or 1,265,566 bushels.
Barley, 131 tons.
Oats, 23 tons.
Flour, 1233 tons.
Livestock, 302 carloads.
Wool, 223 tons.

The above figures relate to northbound or export traffic.

The southbound freights, or imports into the district, total about 40 per cent of the exports. In the list of the latter figures wheat and lumber represent 15,641 tons. Coal for home and small mills was 140 tons; agricultural implements, 361 tons; wire for fences, 65 tons. The passenger carried over the road in 1903 were 23,327 in number, and rose in 1903 to 32,501.

On all sides it is agreed that the great need of the Oregon of today is a greatly enlarged population. To the volume and increasing force of the stream of westward immigration the railroads are the most active and effective contributors. The Immigration Bureau maintained by the Harriman roads at 90 Dearborn street, Chicago, at very heavy cost, and under intelligent and enthusiastic management, retains a force of traveling agents and local correspondents over all the states whence the west-bound immigration must begin, whose duties are to seek out the intending settler and impress on him the attractions that Oregon offers. Literature on Oregon is distributed from this source in abundance and reaches a larger audience than ever the most active force of agents can meet.

The next great service the railroads offer to Oregon is the development of her industries. This must be and is effected first by concentrating the opportunities the state offers and, second, by discharging the duties of a common carrier for the benefit of the people as well as for the pocket of the state. The O. R. & N. deserves great praise for the maintenance of its experiment station, where, under competent scientific supervision, the uses of new forage plants, cereals, fruit trees and other matters of cultivation applicable to the districts traversed by the railroad are shown. The Southern Pacific has been active for several years past, and not less so in 1903, in informing land owners and farmers along the lines in Western Oregon on the dairy industries of the farm. Both roads have heartily co-operated with the State Agricultural College in fostering the holding of farmers' institutes all over Oregon—a means second to none in spreading the best kind of knowledge, that is science verified by experience, among the class that here, as elsewhere, needs it the most.

State Outgrows its Railroads.

But the extension of the industries of the state in Western Oregon at least according to the admission of the leading railroad official, Mr. R. Koshier, the manager of the Southern Pacific lines in Oregon, has outrun the transporting powers of the railroad. A chorus of complaint has been heard from producers and business men in several important lines of industry. Shortages in car service, delays, variances and hardships in rates and conditions of shipment have been proclaimed, and meanwhile the producing powers of the state in well high every industry are phenomenally growing. What can be said when the head of the lumber enterprise in Coos County, with an output of 500,000 feet of lumber a day, states that his company requires a supply of between 1000 and 1200 cars in Western Oregon, and is unable to obtain from the Southern Pacific in August 254 cars, in September 136 and in October about 60? Similar complaints come from both Portland and local mills, and one after another was reported as being shut down from inability to get the product carried to market. Meanwhile 1903 has seen a multitude of sawmills in operation in Western Oregon, the total output ranging from 5000 to 100,000 feet of lumber per day, and tract after tract of Oregon timber is reported as about to be "opened" by yet new mills.

In a very frank letter recently published, Mr. Koshier adduces two main reasons for the difficulties complained of, one, lack of engines or " motive " power, the other, shortage of cars, intensely deplored by Oregon being so largely an exporting state, that cars loaded with her products have, to a great percentage, to be returned empty for new loads. The first deficiency can be, and it is now stated, will shortly be quickly remedied. The second trouble, the preponderance of exports, will grow rather than diminish in 1904. While the local loss of cars and officers are directed to the removal and palliation of the difficulties (and their good will and honesty of purpose are generally recognized), it is plain that the people of Oregon must look to a general enlargement of railroad facilities all down the line. The products of the state for export will surely grow, and at an increasing rate from now on.

The recent visit, early in December, of Mr. Harriman to Portland, and the carefully considered announcements he then made, have had two results. The first, that the people appreciate better the enormous difficulties which attend the control of an immense system of railroads conveying tens of thousands of miles of territory, and which hamper the best intended efforts to give an even development to the varying districts. Second, Mr. Harriman and his associates are now credited with a more real interest in the progress of Oregon and her industries, and her people will be ready to wait patiently yet longer for the fulfillment of his promises of immediate enlargement of the line of steamships carrying Oregon products to the Orient, of increased car service on the railroads, of improved roadbeds and structures and quicker traveling.

Extension of Electric Roads.

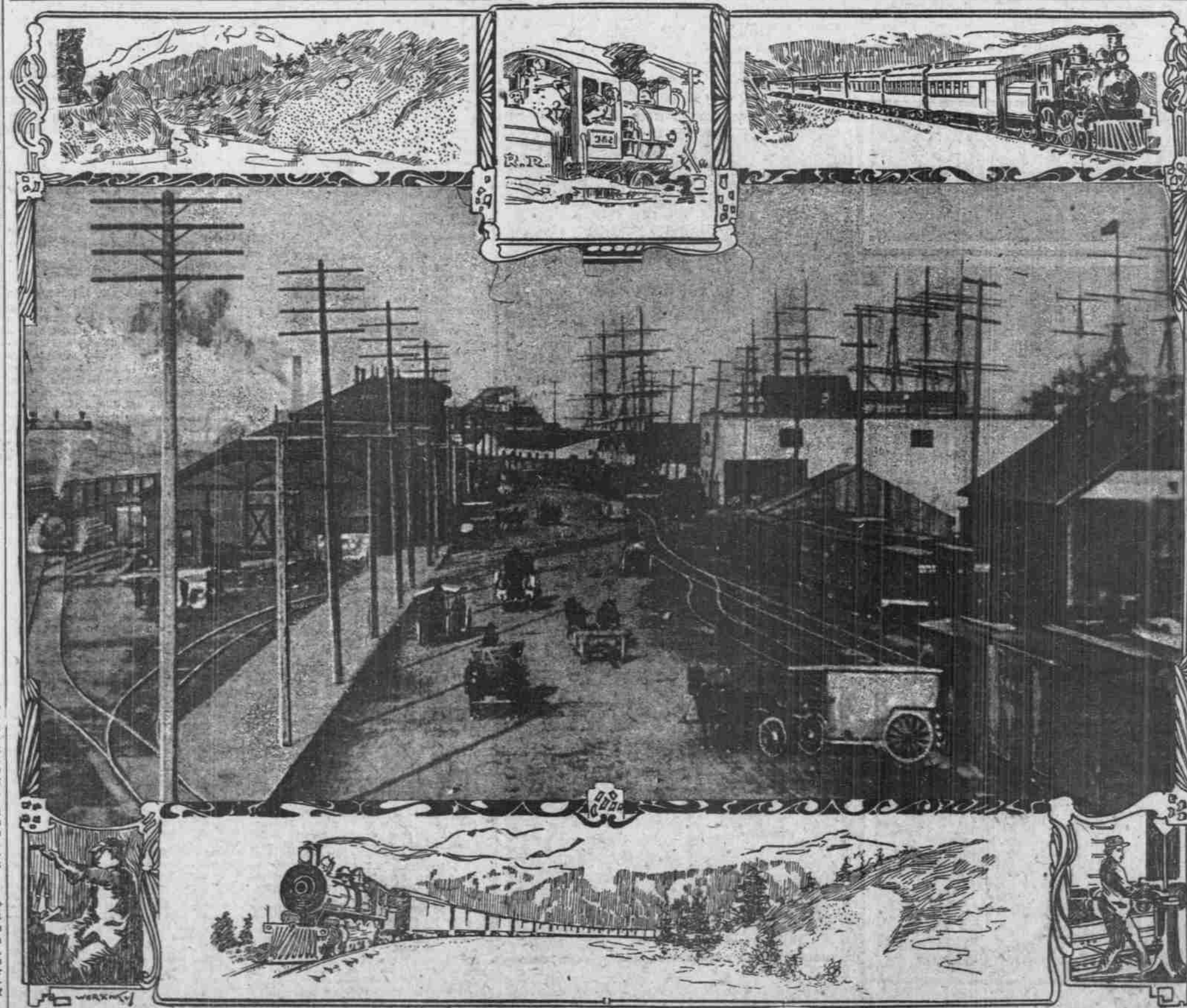
A state may claim to possess modern methods of transportation when to the steam railroads of the last decade she adds the electric railroad of today. In this Oregon is not behind. The year 1903 has seen the construction, completion and opening to traffic of the electric railroad of the Oregon Water Power & Railway Company from Portland to Cananda, in Clackamas County, the new construction, beyond the former street-car line, covering 27 miles only, on the Clackamas River, at the end of this section, is a magnificent water power of force enough to provide for operation of a road many miles longer than the section now in question. The structures are solid, the roadbed good, the cars for both passengers and freight modern and convenient. This company looks both to passenger and freight traffic and has laid its line through a part of Clackamas County which is directly tributary to Portland, is specially adapted to the small farms and is factually a beautiful and natural advantage. A somewhat similar electric road is announced as to be built from Portland westward to Hillsboro, a distance of about 30 miles. Obviously in the great Willamette Valley, well settled now, but seeing the beginning of the breaking up of large farms into smaller areas, many openings for electric roads will be provided.

The great valleys of Southern Oregon, rich in lumber, in minerals and in agricultural resources of all kinds, demand now, or will very shortly call for similar roads. Everywhere the waterfalls are found where the electric power will be cheaply developed.

In 1903 Oregon has made great demands on her railroad system. In 1904 it is apparent that increased facilities will be still more urgently needed. Happy the state whose difficulties rise from the variety, the abundance, the wealth of her resources!

WALLIS NASH.

	Miles.
Southern Pacific System—	
Main line, Portland to Coles	383
Woodburn-Springfield branch	33
Wendling branch from Springfield	5
West Side division, Portland to Corvallis	57
Yamhill division, Portland to Astoria	75-643
O. R. & N. lines—	
Main line, Portland to Huntington	404
Heppner branch, Heppner Junction to Heppner	46
Elgin branch, La Grande to Elgin	20
Base to state line branch	15
Doubling spur to Wallula branch	13-504
Northern Pacific—	
Main line, Portland to Goble	39
Washington & Columbia River	23
Stanton to Pendleton	12-34
Killiam to Athena	133
Corvallis & Eastern, Yaquina to Idanha	138
Columbia Southern, Biggs to Shaniko	70
Sumpter Valley, Baker City to Whitman	40
Astoria & Columbia River, Goble to Seaside	80
Salem, Falls City & Western, Falls City westward	18
Oregon Southeastern, Cottage Grove to Bohemia	15
Coos Bay, Roseburg & Eastern, Marshfield to Myrtle Point	28
Total mileage	1598



WHERE INLAND COMMERCE MEETS OCEAN COMMERCE.