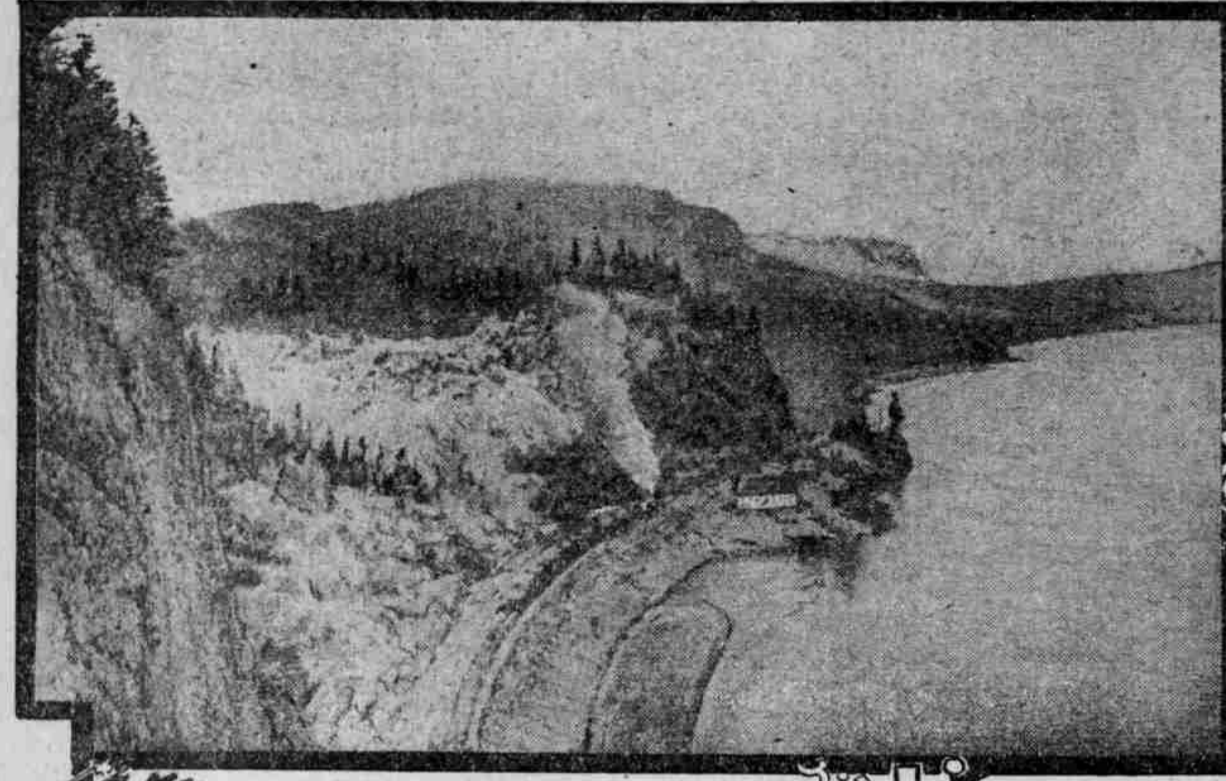


OPENING of NORTH BANK RAILROAD

MARKS EPOCH IN PORTLAND'S PROGRESS

Watergrade Highway Along Columbia Makes City Terminus of Hill's Transcontinental Lines

PHOTOS COURTESY OF C. P. STANYAN



FIRST TRAIN ON PORTLAND & SEATTLE RAILWAY

MARKING the most important railroad achievement in the history of the Pacific Northwest, the Portland & Seattle Railway, commonly known as the North Bank Road, has been completed and within less than three months trains will be operated over its tracks in Portland. By this road Portland will be given direct connection with two more transcontinental systems, the Northern Pacific and the Great Northern. From the start it will be an important factor in the passenger and freight service across the continent, and in addition will bring to Portland the products of a vast tributary territory.

Although no authentic figures are obtainable on the total cost of the Portland & Seattle, \$35,000,000 is probably a conservative estimate. It is announced by the Railway Gazette that up to June 30, 1907, there had been advanced by the two Hill companies an aggregate of \$28,000,000. How much has since been added to this amount there is no way to ascertain. No engineering expense has been spared to make the road a model. Mile after mile of solid rock has been cut and blasted away; costly tunnels have been bored, and the finest of railroad bridges have been constructed across the Columbia and Willamette.

It is of the greatest importance to Portland that the new Hill line passes through the Cascade Mountains on a water grade. Thousands of tons of freight that have heretofore been transported to idewater over heavy grades will hereafter be shipped by easy gradients down the Columbia to be loaded on ship at Portland and sent to the markets of the world. Nor is it long until this service will be under way, for trains will be operated into Vancouver during the present month and into Portland during February or March at latest.

The new line extends from a junction with the Northern Pacific Railway, near the south end of the Northern Pacific bridge across the Columbia River, between Pasco and Kennewick, Wash., thence down the north bank of the Columbia River to Vancouver, Wash., a distance of 220 miles, and from Vancouver to the Union Depot in Portland, Or., a distance of 16 miles, a total of 236 miles.

In grading this line there was moved, prior to December 1, 1907, 17,038,000 cubic yards of material, of which 2,496,000 cubic yards was solid rock.

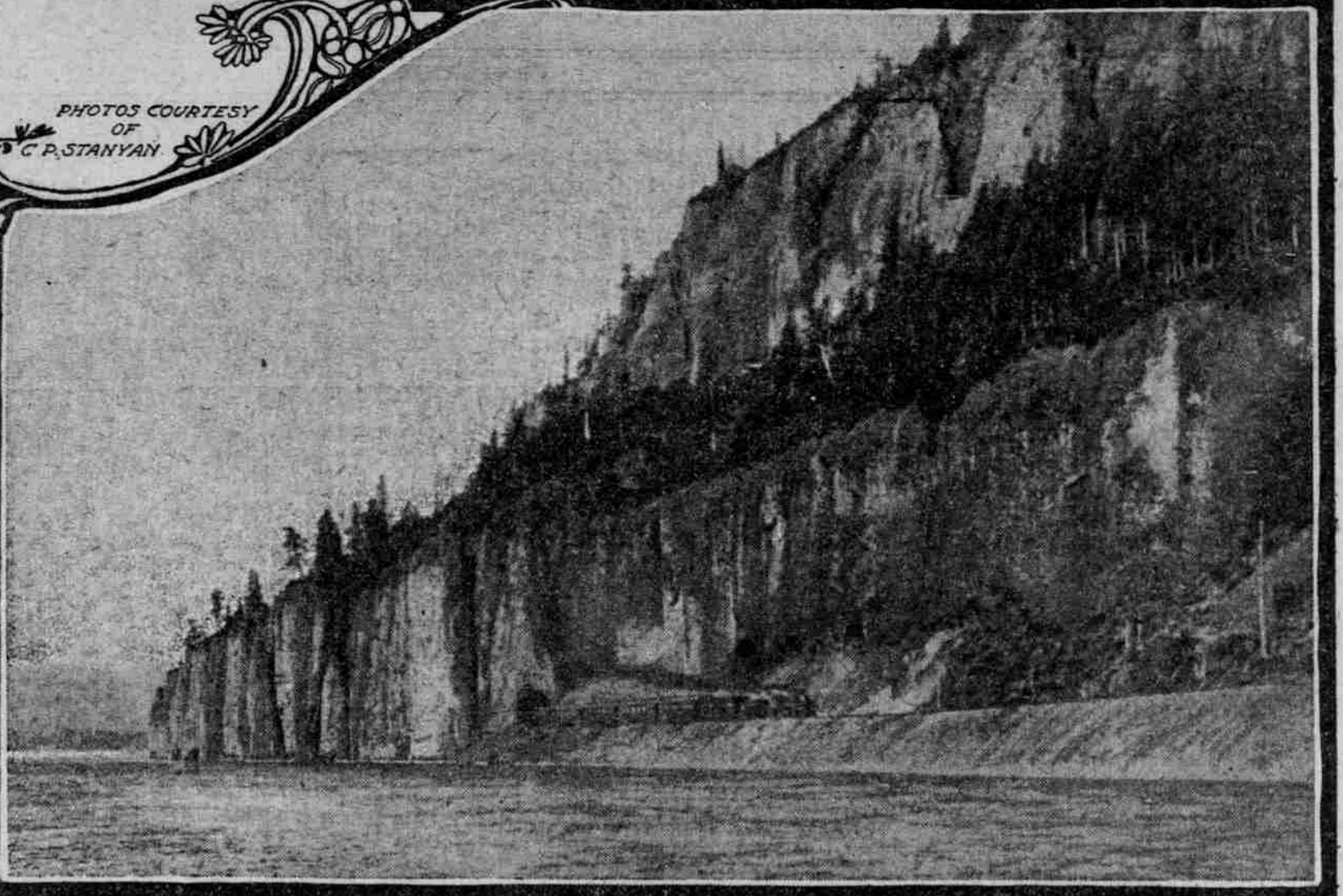
Commencing at the junction between Pasco and Kennewick there is no opposing grade to Vancouver, the line being either level or down grade all the way. From Vancouver easterly the maximum grade is 2-10 of 1 per cent, or 10.56 feet per mile. The total rise from Portland to Kennewick is 309 feet. The maximum curvature is three degrees, and in only a few places does this occur. This line is graded at an elevation of 18 feet above the high water mark of 1894, which is the highest water of the Columbia River of which there is any record; except the line from the south side of the Willamette River bridge to Portland, where the grade is less than 10 feet above the high water mark of the year 1894, but at all points as high as the high water of that year.

The Willamette River is crossed by a double-track bridge, the shortest span being 84 feet long, and the longest 269 feet. The draw span is 126 feet in length, and the total length of the bridge is 194 feet. The lowest member of this bridge is 22 feet above high-water mark. The draw span of this bridge is said to be the longest in the world.

The Columbia River is crossed at Vancouver by a double-track steel bridge, the shortest span of which is 81 feet, and the longest 372 feet. The draw span is 467 feet long, and the total length of the bridge is 819 feet. This is one of the longest double-track steel bridges in America.

On this line there is in one place 20 miles of level grade, another of 17 miles, and several other places where the grade is level for a distance of from five to eight miles. The track is laid with 80-pound steel. Great Northern Standard, with 330 ties per mile, malleable iron ties on every tie and ballasted with gravel, of which there are large quantities of the very best quality. The waterways are provided for by concrete culverts and steel bridges on concrete abutments. While there are several wooden bridges, these were put in only for temporary purposes where material could not be obtained to make them, but they will all be filled as soon as the track is laid.

There are 13 tunnels on the line, being from 150 to 220 feet in length, nearly all being lined with concrete, and in those not lined the rock is of such a nature that they do not require any lining. This line, following the Columbia River, passes through the Cascade Mountains at a low elevation, so that it will never be troubled with snow, in fact the snowfall is very light along the entire line. The Government records show that at Pasco there is very little rainfall, and that about 10 miles west of there the annual precipitation is about 10 inches. For a distance of 10 miles westerly from the junction between Pasco and



CAPE HORN SHOWING TUNNEL OF PORTLAND & SEATTLE.



PORTLAND & SEATTLE R.R. BRIDGE ACROSS THE WILLAMETTE AT PORTLAND

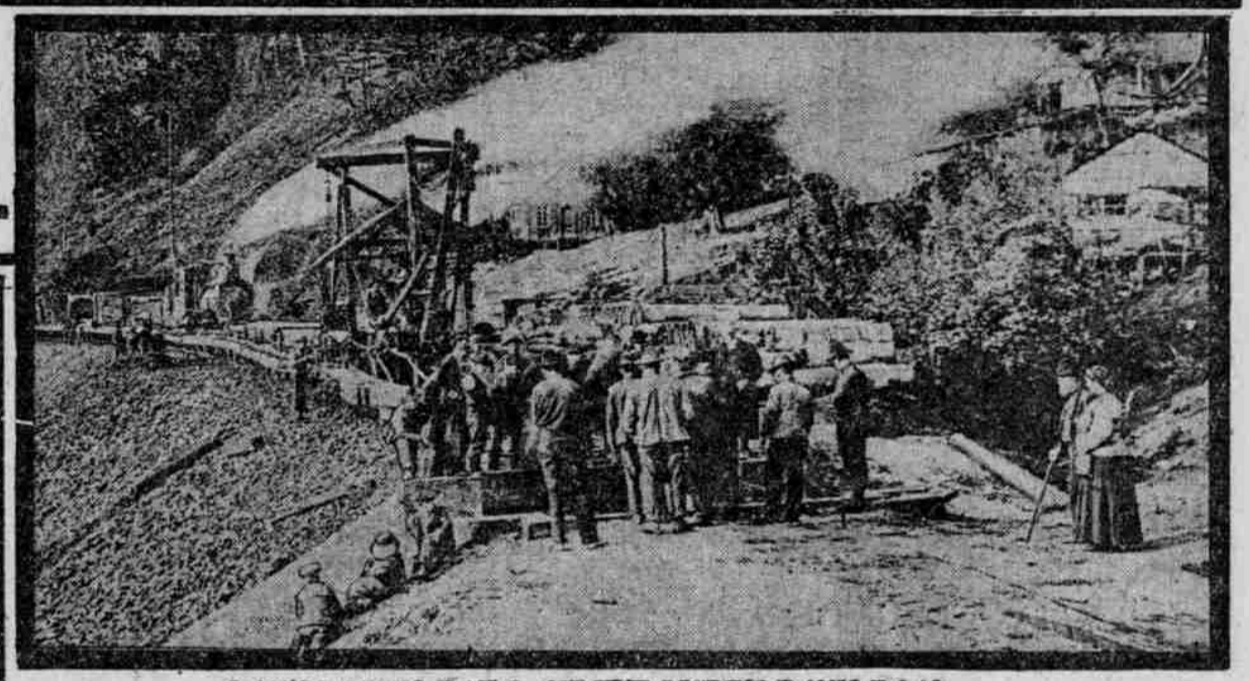
Kennewick the line runs across a bench of land which is being irrigated, the irrigating ditches having been completed some time ago. On this bench of land strawberries, grapes and fruits of all kinds are raised, as also alfalfa and other crops. From Pasco to a point near The Dalles the climatic conditions are such that the strawberries ripen from two to three weeks earlier than in any other part of the West. In the valley, from a point 15 miles westerly from the Kennewick junction, the early berries and peaches have never been damaged by cold or early frosts. In a small vineyard at Columbus 5000 crates of grapes were raised this season.

In the Horse Heaven district, in Benton County, large quantities of wheat are being raised without irrigation. There will be over 1,000,000 bushels of grain taken out of that district this year, and that quantity will be more than doubled during the next two years. There is also a large quantity of wheat and other grains raised in the eastern part of Klickitat County. In the center of Klickitat County there is a valley of more than 700 square miles, running northwesterly and



southwesterly, which valley is being highly cultivated and in which a large amount of grain is raised, shipped to all parts of the continent. The value of the prime crop for the year 1907 being approximately half a million dollars and amounting to about 250 carloads. The largest steam fruit dryer in the country, containing several miles of pipes, is located near Vancouver.

There are two freight houses already completed in Portland, each being 60 by 80 feet, with ample grounds for terminal purposes, which were purchased at immense expense. The road will probably use the union passenger station of the Northern Pacific Terminal Company.



LAYING STEEL RAILS ON THE NORTH BANK ROAD



BIRDS EYE VIEW OF THE PENINSULA BETWEEN THE COLUMBIA AND WILLAMETTE RIVERS, SHOWING ROUTE BY WHICH NORTH BANK ROAD ENTERS PORTLAND

PORTLAND'S BANK CLEARINGS FOR TWO YEARS SHOW A STEADY AND HEALTHY INCREASE

Portland bank clearings for 1907 show an increase of 23 per cent over those of 1906. The total clearings during the past year were \$353,851,829.80, as compared with \$281,170,796.26 for 1906. The gain was \$72,681,033.54. That this gain has been steady for many years is shown by the following totals: 1905, \$235,102,712.93; 1906, \$281,170,796.26; 1907, \$353,851,829.80. In the totals for the past year the figures for December are estimated. For many weeks during the year Portland led all cities of the country in the percentage of gain. Had it not been for the National financial stringency and the enforced holidays during November and a portion of December, the aggregate would have been much larger. A comparison for the past two years follows:

	1907.	1906.	Increase.
January	\$ 28,119,848.00	\$ 20,080,081.03	\$ 8,039,766.97
February	24,914,885.00	17,045,837.13	7,869,047.87
March	22,927,690.43	22,381,491.11	10,546,208.32
April	22,110,428.99	19,460,298.11	12,756,130.88
May	22,692,396.88	22,690,277.94	10,632,229.04
June	21,074,903.71	21,506,184.05	10,468,719.05
July	22,054,828.31	22,094,026.91	9,390,191.46
August	20,488,488.69	22,281,096.02	7,916,282.05
September	20,410,410.31	20,968,506.88	6,071,811.15
October	20,662,289.06	20,642,671.26	7,322,267.80
November	20,545,808.96	20,637,332.90	6,108,544.84
December	21,780,333.82	20,490,447.99	7,290,111.07
Total	\$353,851,829.80	\$281,170,796.26	\$72,681,033.54

*Estimated.
**Decrease.