

miles of track-laying yet to do between Butler and Cascade; and this closed, the work of aligning the steel and leveling up of the road-bed will proceed with despatch. At every possible point of the road rock-ballast has been used when it was available and in its absence the heaviest of coarse gravel has been hauled for long distances and used instead. The 85-pound steel rails with which the line is laid, with the tie-work measuring 3200 to the mile, gives a superbly solid road-bed for the whole mileage and impresses the layman with a wonderful sense of its security; and this is amplified by the endless use of concrete in the structural elements of the work everywhere; culverts, tunnels, piers, switch-blocks, and all devices in which it may serve its better stead.

Over 18,000,000 cubic yards of materials have been dug and blasted from the right-of-way west of Kennewick, one-third of which was solid rock, and every ton of this rock has been put into constructive service in the fills adjacent; the timbering of the road (where timber alone would serve) is of the heaviest sort, to keep as near a pace as possible with the rigorous policy of employing only the best and most enduring substances in

every department of the work. And in this relation it may be said that what of trestling has been injected in the construction, has been made wonderfully more lasting by the fact that the ties on every such structure have been laid close, and the whole surface coated, to the rails, with gravel and cement, making the roof of the trestling impervious to the rains of the winter and preserving the sub-structure to the greatest possible degree.

There are 13 tunnels on the line, the shortest being about 148 feet, and the longest 2345 feet, all high and roomy and all heavily lined with cement except in one or two instances where the character of the work was so smoothly wrought as to dispense with the use of it. The longest of the tunnels is at Cape Horn and is one of the great features of the line.

The "North Bank" line has a supreme advantage in its southerly aspect. From its side of the Columbia the eye-range is magnificent and marked by a thousand beauties lost altogether on the opposite shore trip. The open valleys to the south and the lordly mountains of the lower Cascades, including kingly Hood and the exquisite spray-floods of Multnomah and Bridal Veil, form a panorama unequalled anywhere on the continent of America, when viewed from the open elevation of the line, with the glorious Columbia constantly in the near vision.

The mileage that lands the line from Vancouver at its near-Portland junction with the Northern Pacific is traversed largely on bridges and lofty trestling, and it is in this brief breadth that some of the costliest work of the project lies. The road leaves Vancouver direct on a magnificent system of double-track super-structures, the first phase of which is a lofty steel bridge, said to be the longest structure of its kind in this country (including as it does 6600 feet of steel trestling); its shortest span being 83.7 feet, its longest 375 feet, and its draw 467.5 feet, in length, and this stretches from the north shore of the Columbia far toward the easterly margin of the Willamette river, from whence springs another fine bridge, with a minimum span of 84.2 feet, a maximum span of 268.8 feet, and a draw of 526 feet (the longest in the world), the whole distance of 17,000 feet being 22 feet in the clear above

the highest known levels of either of the great rivers involved. The mile and a quarter of trestling between these bridges is all of solid steel, on concrete bases.

The company possesses ample yard-edge facilities at Portland, on which are erected two 900-foot freight houses each 50 feet in width, and these are equipped with three-story office buildings and offices covering the whole range of traffic business, at the city end of the structures. The passenger service of the system will be expedited from the Union Depot at Portland, where that department is already installed in handsome and commodious quarters.

summer, will give substance and impetus to the businesses and build it rapidly and surely to the utmost limit. The Spokane end of the system will hardly be completed until later in the year, but the traffic from the Snake river country will be readily handled and is likely to tax even the magnificent qualities of this new and direct highway.

Immense enterprises of this sort are not adapted to the wide territory they dominate, in a day, nor a year; time alone develops the real bearing, the actual scope and direction of that domination. And in the case of this fine property there are three distinct and available departments of its ter-



GRAVEL PITS ON THE S. P. & S.

that such extraordinary and costly elements of construction have been indulged to get the line within her limits, the great bridges, etc., etc., and her facilities for handling the business if it shall be brought there in a permanent way.

But Astoria has the cardinal claim of being the nearest seaport to the source of shipment and lies at the foot of the down-grade, water-level haul the road was built to cover, as the following table of distances will indicate:

Astoria from the sea... 15 miles  
Portland from the sea... 115 miles  
Seattle from the sea... 150 miles  
Tacoma from the sea... 180 miles

And this fortified by the still more potent calculations of the running distances as between the interior points of departure, for the vast shipments that will engage this line; all of them "common point" stations in the grain trade:

		miles
Spokane to	Seattle	498
"	ASTORIA	431
"	Tacoma	458
"	Portland	339
Lewiston to	Seattle	627
"	ASTORIA	560
"	Tacoma	587
"	Portland	468
Walla Walla to	Seattle	445
"	ASTORIA	352
"	Tacoma	405
"	Portland	260
Pendleton to	Seattle	406
"	ASTORIA	339
"	Tacoma	366
"	Portland	247
Kennewick to	Seattle	349
"	ASTORIA	282
"	Tacoma	309
"	Portland	190

Astoria cannot believe that the

sponsors for this great system have spent \$40,000,000 to secure the supreme mastery of the Columbia basin, from its farthest reaches of contributive supply to her very doors, and beyond (for the Astoria & Columbia River Railroad division of this system passes through this city to Seaside 18 miles south and west on the coast itself, from whence it already owns the right-of-way to Tillamook Bay, on its San Francisco route), and that she will be cut out of the terminal plans of the near future. Such vast work and cost are not indulged for mere pastime or tentative advantage; but adheres to the honest and justifiable deduction that she is to figure largely and permanently in the adjustments that must follow the opening of the road to the business it commands.

By every conceivable phase of reasoning and logic, this port is in the nearest, direct, operative line of that business and that the mouth of the Columbia is destined to play a mighty part in the history it will make; and only the usual silence at railway headquarters precludes a triumphant and affirmative declaration in this behalf.

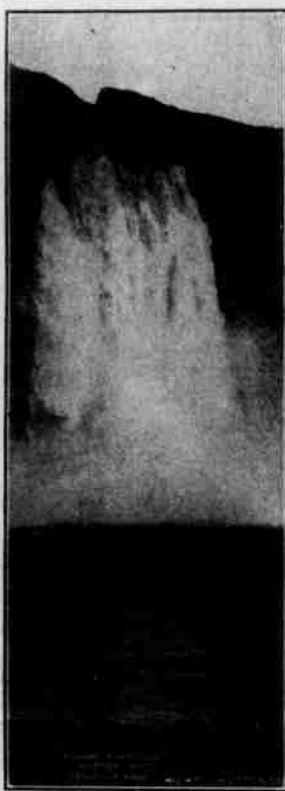
In the language of President Louis W. Hill, president of the Great Northern and Northern Pacific lines vice his distinguished father, given out in this city last July, "This is, undoubtedly, the place from which the grain shipments of the great Columbia River Valley will be made. You have the situation here, unquestionably!"



ON THE LINE OF THE S. P. & S.

The official staff of the Spokane, Portland & Seattle Railway, as now constituted, is as follows: President, Francis B. Clarke; general superintendent, F. S. Forest; general freight and passenger agent, H. M. Adams; assistant general freight and passenger agent, R. H. Jenkins; trainmaster, M. F. Kincaid. These gentlemen are all highly trained experts, familiar with the deepest purposes of the men who have committed this great trust to their hands, and when the road shall open for full traffic this

ritory on the anxious seat as to the final determination of terminal honors and prestige, Astoria, Portland and Puget Sound. The fact that the primary interests of its projectors are already centered on the Sound lends something of color to the claims asserted up that way, especially as the leading features of time, distance and grades have been reduced to a minimum over the prevalent routes. Portland has an eager and optimistic eye on the situation and justifies her claim to terminal consideration on the fact

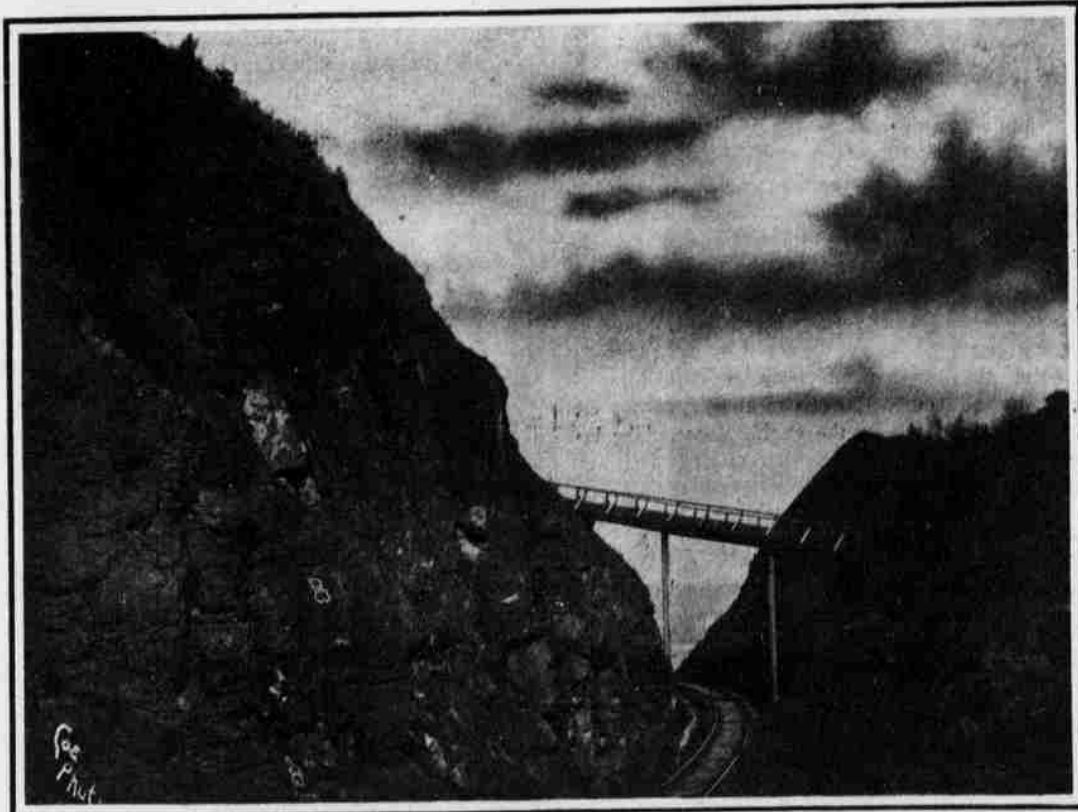


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