

RAILROAD IMPROVEMENTS IN OREGON.

By DAVID N. MOSESSEHN

MORRIS & WHITEHEAD, BANKERS.

Philadelphia and Portland.
OFFICERS:
James H. Morris, President, Philadelphia.
Fred. S. Morris, Vice-President and Secretary, Portland.
W. H. Hurlburt, Manager, Portland.
S. J. Young, Cashier, Portland.
Julius Christensen, Manager, Philadelphia.
Oregon Office, Philadelphia.

OREGON WATER POWER & RAILWAY COMPANY.

Capital Stock, \$2,000,000.
OFFICERS:
W. H. Hurlburt, President.
J. Frank Watson, Vice-President.
Wm. T. Muir, Secretary.
S. J. Young, Cashier.
G. C. Fields, Assistant Superintendent.
Daniel Grant, Auditor.
George I. Brown, Chief Engineer.

MORRIS & WHITEHEAD'S INTERESTS IN THE NORTHWEST.

Grants Pass Water, Light & Power Co., R. W. Clark, Local Manager.
Rooseburg Water & Light Co., Walter Cochran, Local Manager.
Chehalis Water Co., Chehalis, Wash., W. A. Alexander, Local Manager.
The Washington Co., W. H. Hurlburt, President; Wm. T. Muir, Secretary; F. S. Morris, Treasurer, Portland.

MORRIS & WHITEHEAD'S INTERESTS IN THE EAST.

York Haven Water & Power Co., Capital Stock \$3,000,000, York Haven, Pa.
Providence & Danabon Railway Co., Providence, R. I., to Danabon, Conn.
Durham Iron Co., Doylestown, Pa.
Quakertown & Eastern Railroad Co., Quakertown, Pa.
Other interests amounting to about \$1,000,000, making a total of about \$6,000,000 invested.

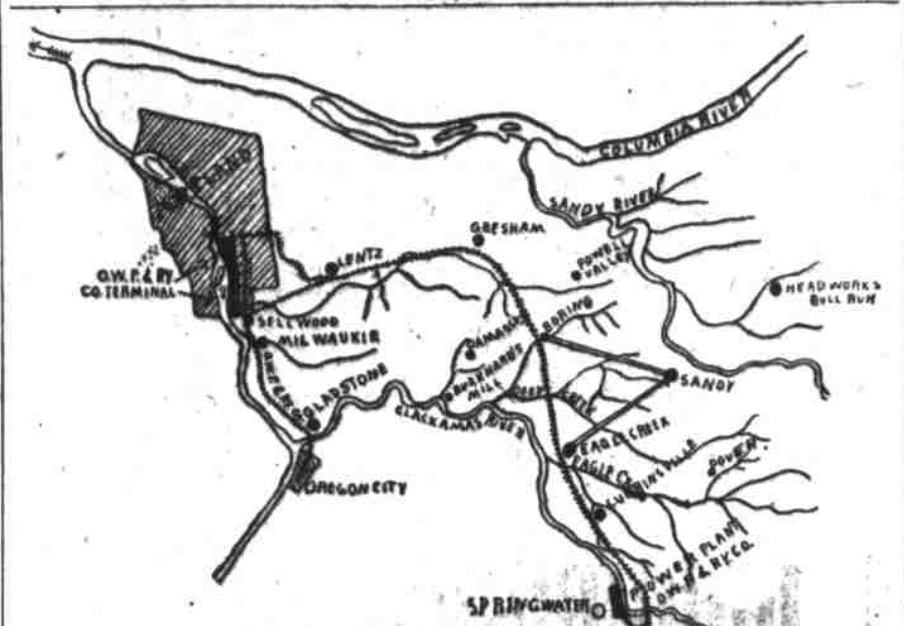
Work of the Oregon Water Power and Railroad Company

creameries and dairies established there, which do a very large business. Attorney W. W. Cotton owns one of the largest creameries in the state which is located in Gresham.

The beauty of its vicinity must be seen to be appreciated. In general the community is very thriving and many wealthy people may be found among the farmers in and around Gresham.

Going Through Timber Country. After leaving Gresham the extension proceeds into the timber country, first in a southerly direction, then turning

River the new line proceeds up the north bank of the Clackamas to the headworks of the power plant now in the course of construction. Ten thousand horse power will be generated at this point. The power will be subdivided; a portion will be utilized to operate the road, the balance will be disposed of in Portland. This will be one of the most ideal power plants in the Pacific Northwest. About 125 feet of fall can be secured here, from which the power will be generated, the high fall enabling the company to continue operation irrespective of the stage of the



eastward. This part of the road is also now under construction. Along this portion of the route a number of large sawmills are at present awaiting the completion of the road so that they may be enabled to place their products on the Portland markets.

Among the most notable of these mills is that which is known as Palmer's Mill. This mill is located at Boring. At this point one of the largest timber tracts within reasonable distance of Portland is situated. The timber here is very thick and the trees grow to immense proportions. There is a good opportunity here for paying investments in lumber yards.

Constructing Power Station. It is at this place where the railway company is now constructing a large station, utilizing the refuse from the sawmills for fuel.

After leaving Boring the line proceeds a short distance down Deep Creek. Although the country in this locality is heavily timbered immediately on each side of the line, the country east and west has been well improved and is one of the most productive sections of Oregon. Damascus, lying about two miles to the west of the line, and Sandy, about six miles to the east, are both noted for the products raised in their immediate vicinity, as also for the remarkable general improvement at once noticeable.

The line leaves Deep Creek about three-quarters of a mile from its junction with the Clackamas river, then runs up the Clackamas valley, passing Eagle Creek and Currinsville. This valley needs no comment. It is well known for its hay, vegetables and fruit. Another most important feature of this country is the number of people engaged in stock raising. In these parts farmers have been able to obtain the means of livelihood although the roads have been almost impassable during the wet season of the year. Now they will be able to make their fortunes since there will be a means of transportation.

Farmers Made Happy. The farmers will no doubt be made happy by the new road, as they will be able to send their products to market. As an example the following statement will prove of interest: Hay in this valley last winter could be purchased at \$3 a ton, while in Portland it brought \$10. This is entirely due to lack of transportation. With the advent of the new enterprise in the form of a railway running through their territory the farmers in the surrounding country can rejoice. The products will now be put upon the market and bring a great deal better prices than in the immediate vicinity of their respective farms. A way is opened for them by means of which they can bargain and sell in open market in a large market, where each one has an equal chance to do business; where each one has a chance of disposing of almost all, if not all, of his products—not as in former years, if favored with a large crop the farmer could dispose of so much and no more—all on account of lack of transportation facilities.

Fine Timber Lands. West of the line at this point considerable fine timber is found, up the south fork of Deep Creek, and up the main fork of Eagle Creek. Among other varieties, red and yellow fir and cedar abound. The timber is quite dense here, and forms almost a solid wall for a considerable distance up the creek.

The road first touches the Clackamas River at a point known as the Clackamas High Bridge. This is another very interesting point on the line of the Oregon Water Power & Railroad Co., also now under construction. The natural location and surrounding country leads one to believe that at this point a considerable sized town will be founded and built up. Another reason for this statement is that this is the natural spot for trading and shipping for the whole country south, notably Springfield, Viola and the Clear Creek district. The country around the Clackamas High Bridge could not be described in a few words or a few lines, to do it justice. Not even columns or pages would suffice. The beauty and grandeur are unsurpassed by any similar piece of land.

NEW POWER PLANT. It Will Develop Ten Thousand Horse Power. From the High Bridge of the Clackamas

water. This power plant will be in charge of some of the most skilled electricians and mechanics that can be obtained. Two forces of men will be employed, to be known as the day shift and the night shift. The plant is being constructed under the direction of Chief Engineer Brown, of the Morris & Whitehead interests, as has been stated heretofore. It is the intention of the company to complete the plant as expeditiously as labor and material can be had.

Permanency Assured. The river banks at this point are of solid rock, assuring permanency. The line, here, will have an immense body of timber between the main river of the Clackamas and the south fork, as also all the timber lying at Roaring River and other tributaries of the Clackamas.

This section of the country is but very little explored. According to indications fine building stone and coal have been

discovered, which no doubt will prove a boon to Portland, in the near future. Exploring parties have recently been organized, and parties returning from those parts report very favorably of the general conditions of the country thereabout.

Fishing on the Clackamas. This article would not be complete without mentioning the fishing on the Clackamas River and Eagle Creek. Many people from different parts of the state, as well as those of the adjoining states, visit the Clackamas very frequently to enjoy a good fishing trip. The river abounds in different varieties of fish, many of which when caught prove valuable prizes to the anglers. Many persons spend the summer on the banks of the Clackamas coming there via the Oregon Water Power & Railroad Company. They will now be able to go even further up the Clackamas and spend their outings, camping, fishing, and amusing themselves with various sports.

WELL EQUIPPED CARS. To Be Placed in Operation on the Company's Lines. At the present time the cars operated by the Oregon Water Power & Railroad

Company are the best equipped and the most costly of any electric lines on the Pacific Coast.

The new passenger cars now under construction, to be run on the line described above, will be fifty feet in length. Some of these will have separate compartments for passengers and express. The latter will enable the company to take care of the butter, eggs, fruit and dairy products along their line, daily. This will no doubt please the consumers in Portland, as they will thus be able to procure fresh produce daily. It will also be of great benefit to the farmers, dairies and creameries along the line of the company, as they will be able to ship their produce to market every day, and not, as before, twice or possibly three a week.

The new freight equipment will consist of two motor cars, sixty feet in length, aggregating 300 horse power to each car; also fifty flat and box cars.

To Make Good Time. The company anticipates making good time on account of the slight curvature and easy grades, the maximum curvature being three degrees and the maximum grade one per cent.

The new road, after completion, will be up to steam road standard in every respect. The total mileage of the road will be about forty miles, the distance covered being between Portland and the head works.

Many to Be Employed. The opening of this country, by means of the above railway system, will give employment to hundreds of men in the timber and other industries. It will have the effect of cutting up large farms into small holdings, thereby increasing the population.

Property Gained Up 100 Per Cent. The prospect of this road running through the stated territory has increased the value of land along the route about 100 per cent. Persons owning land along this line do not care to sell it all, where formerly, not so very long ago, they would have sold at a comparatively low price.

New Dock. The company is now constructing a dock from Madison street bridge up the Willamette, a distance of about 1,000 feet, which will give them admirable shipping facilities. The water front will be filled in to the harbor line. This will double the territory now owned by them between Inman & Poulsen mill and Hawthorne avenue.

Thus, as may readily be seen, the Morris & Whitehead interests in and about Portland will have a large influence on the traffic between Portland and points on the Clackamas. Transportation will be facilitated and the Portland markets will be able to handle more of the products grown in this and Clackamas counties.

BOIL BEFORE PEELING. No one article of diet is alone sufficient to support the life of a man during a protracted period and keep him in a condition of robust health. It has been observed that the country population of Ireland and Germany, whose fare consists almost wholly of potatoes, have the appearance of being poorly fed. But potatoes are probably as nearly sufficient for sustenance as anything. The nutritive value of four pounds of potatoes has been calculated to be equal to that of a pound of rice, and the potatoes are much cheaper than the rice and quite as palatable, and for most constitutions quite as wholesome. To obtain the highest nutritive value, potatoes should not be peeled before cooking. When peeled and cooked in cold water previous to boiling a very serious loss of organic nutrients occurs. The loss in a bushel of potatoes thus cooked is equivalent to the albumen in a pound of sirloin steak. The digestibility of potatoes is very great—Evening Wisconsin.

NOT HIS FAULT. Magistrate—Now, I'll let you off this time, but it must be a lesson for you not to be in bad company again. Prisoner—Gee whizz! It ain't my fault that I'm here; the cows made me come.—Philadelphia Record.

Roads Planned For Building and Extension in the State

In this article it is proposed to bring before the public the different new extensions now under construction and the proposed new lines in Oregon.

The Columbia Southern Railroad first commenced building October 6, 1897, completing its line from Biggs to Shauko, a distance of 70 miles, by May 12, 1900.

The extension of this road southward to Bend will be commenced this winter. Surveys are now being made and will shortly be completed. The road to Shauko, and from Shauko to Bend, a few miles west of Prineville.

Columbia River & Northern. Work on the grade between Washington, Lyle and Goldendale is completed for more than 25 miles out of the entire 42 miles of the line and the tracks will be laid in a short time. Contract was let last May for the first 15 miles between Goldendale and Swale Canyon to Axtell Anderson. A line of steamers is in run in connection with the road between Portland and The Dalles. The steamer route is about 140 miles and the rail division 45 miles. Part of the rails which were ordered from Germany, have already arrived.

Grand Ronde Valley Extension. The O. R. & N. Co. have in the course of construction another branch, running between Lexington and Elgin, and from Elgin to Enterprise, and Joseph, thence to Wallula Lake, a total mileage of 10 miles, of which 63 miles between Elgin and Joseph are entirely new.

This company, further south on the east side of the state, has commenced projections from what is known as the Sumpter Valley road. This road starts from Baker City and is completed to Whitney, about 40 miles. Extensions will probably be made to High Day's River, to Prairie City or Canyon City, thence to Burns, a distance of nearly 100 miles.

A connection at this point with the Columbia Southern in the region of Astoria will no doubt be made in the near future.

Other New Roads. Other minor roads now under construction are the Salem, Falls City & Western, running between Salem and the Coast; Oregon & Southwestern, about 20 miles.

Another important line which will prove of great use in the surrounding vicinity and of which very little information can be obtained, although surveying parties are out, is the Portland, Nehalem & Tillamook Road, which, when completed, will cover a distance of 85 miles.

Is It a Transcontinental Line? At the inception of the Great Central enterprises there was much newspaper talk in regard to the Great Central. Some reports were to the effect that the line would be a mere local one—that is to say, would merely be a link to connect Coos Bay with Salt Lake. Other reports boldly affirmed that the line was a link in a new transcontinental system. As for Major Kinney, he carefully avoided any discussion.

On August 13 Major Kinney announced that the transcontinental feature of the Great Central had been accepted. This

in hand. In a remarkably brief period he familiarized himself with the railroad conditions in Oregon, and probed to the bottom every lead that promised encouragement for the enterprise. He personally reconnoitered the forest region between the Coast range and the Pacific Ocean.

On May 2 the Great Central Railroad Company was organized. J. Thoburn Ross was chosen president, and Major Kinney was made chief engineer. To carry out the purpose of the Great Central it became necessary to create other corporations. Consequently on the same day (May 2), the Empire Construction Company was incorporated to build the line.

Bought a Building. With an eye to future needs in the way of official headquarters for the housing of the employees and the transaction of business, the Commercial Building, at the corner of Washington and Second streets, was purchased by the Commercial Trust Company, which was organized on July 9.

On July 14 the Great Central Land Company, as a natural postulate, was organized. It became necessary to acquire certain lands to further the purposes for which the Great Central Railroad Company was created, and this became the province of the new corporation. The day following—July 15—the Belt Line Railway was formed. The latter is a line to encircle Coos Bay on both sides of the channel, like a belt.

The construction of docks at Empire City was speedily gotten under way. City will be erected as needed.

The western terminus of the Great Central Railroad will be Bangor. This is a new town—a modern town—now building. The company will put in a building of its own and the plans for a new hotel have already been drawn. The new town already has a newspaper—the Bangor Exchange, since incorporated for \$25,000, with A. A. Jansley, A. A. Wright and John K. Kollock as incorporators.

ern terminus at a point on the western boundary line of the state of Utah.

The Allied Corporations. The officers of the Great Central Railroad Company and its allied corporations as first organized are as follows: Great Central Railroad Company—President, J. Thoburn Ross; First Vice-President and Manager, A. A. Wright; Second Vice-President, John W. Cook; Treasurer, T. T. Burkhardt; Secretary, John K. Kollock; Chief Engineer, L. D. Kinney.

Empire Construction Company—President, H. H. Allison; First Vice-President, H. S. Rowe; Second Vice-President, Robert F. Hall; Treasurer, Thomas C. Devlin; Secretary, A. S. Patullo.

Commercial Trust Company—President, W. L. Green; Vice-President and Treasurer, John W. Cook; Secretary, J. D. Hushnell.

Great Central Land Company—President, John W. Cook; Treasurer, Thomas C. Devlin; Secretary, John K. Kollock.

Belt Line Company—President, W. L. Green; First Vice-President, Allen A. Wright; Second Vice-President, C. W. Tower; Treasurer, John W. Cook; Secretary, John K. Kollock.

Chief Engineer of all the enterprises, Major L. D. Kinney.

Goes Via Roseburg. In the building of the line, it became necessary to examine several routes as to which should be considered the proper junction point of the Great Central with the Southern Pacific. Finally Roseburg was decided upon.

A railroad is not a matter that can be disposed of in a few weeks or months. It takes time to put through an enterprise like the present one. All possible speed in grading is now making, and it is believed that within fifteen months, unless unforeseen difficulties present themselves, the Great Central Railroad will be ready to be turned over to the operating department for traffic.

AFTERGLOW OF SUNSET. A white-haired, aged woman sits by her window and looks upon the copper-lined western sky. The sun has long since departed and peace reigns, while the timid stars, one by one, answer the roll-call of night.

The woman's thoughts are with the past. Just 12 years ago she kissed her husband's cold and pallid face, and he told her that he was never to see her again. Her children are all gone, but she is left, crippled and alone. She prays for death, but it is not given her.

She thinks that as it is at the present moment, so is her condition. "All light and comfort is gone from the earth, and from her life. The gloom and chill of night is coming on, and naught remains to her but the darkness and mystery of death. Silently the end and extinguishment is awaited.

In the next house sits a young girl who looks out with happy dream-steeped eyes, upon the fading west. She awaits the man who is to marry her, and her thoughts are busy with the future. She thinks of the wedding day, and her heart beats faster. She pictures their cozy nest and the long years together. It seems long to wait for that time when she shall be his wife. Her eyes are suffused with happy tears as she looks upon the beauty of the afterglow. The trees are silhouetted in motionless beauty against the skyline. A sleepy bird twitters faintly as he nestles against his mate. How beautiful is the world around her! How happy—and the best of all is love. And the girl dreams on, and the future seems to stretch in an unending vista before her, flower-strewn and enchanting.

The sky's tender blue deepens into an imperial purple, a royal robe embroidered with golden stars, and a silver sickle of the new moon. A faint, cool wind stirs the tree tops.

The red in the west has departed. A pure light green glows along the horizon, the last token of the departed sun. The insects of the night chant their unending chorus. A bat whizzes noiselessly. P. T. in Chicago Journal.

The Journal, daily, eight to 20 cents; newspaper, only 25 a year, by mail, in advance.

RAILROAD MILEAGE IN OREGON.

Southern Pacific.

Line	Miles
Portland to California state line	366.61
Albany Junction to Shaniko	11.49
Woodburn to Natron	92.66
Portland to Corvallis	96.92
Portland to Astoria	79.38
Shaniko Junction to Sheridan	1.19
Shaniko Junction to Wendling	15.95
Total	479.

O. R. & N.

Portland to Huntington	465
Heppner branch	45
Elgin branch	23
Umatilla to state line	21
Prineville to state line	42
Total	536

Other Lines.

Corvallis & Eastern	142
Astoria & Columbia	98
Columbia Southern, Biggs to Shaniko	70
Total	310

Northern Pacific.

Portland to Goble	39
Sumpter branch	46
Washington & Columbia	168
Coos Bay, Roseburg & East	29
Rogue River Valley	6
Coos, Nehalem & Pacific	18
McCloud River	18
Montague & Terkila	7
Columbia City	4
Independence & Monmouth	2
Total mileage in Oregon	1841

New Roads Planned.

Great Central, Empire City to Idaho state line	300
Salem, Falls City & Western	60
Columbia River & Northern	43
Portland, Nehalem & Tillamook	85
Oregon & Southwestern	20
O. R. & N.—Grand Ronde Valley, Elgin to Joseph	63
Sumpter Valley projections	100
Total proposed extensions	771
Total present mileage	1841
Grand total	2612

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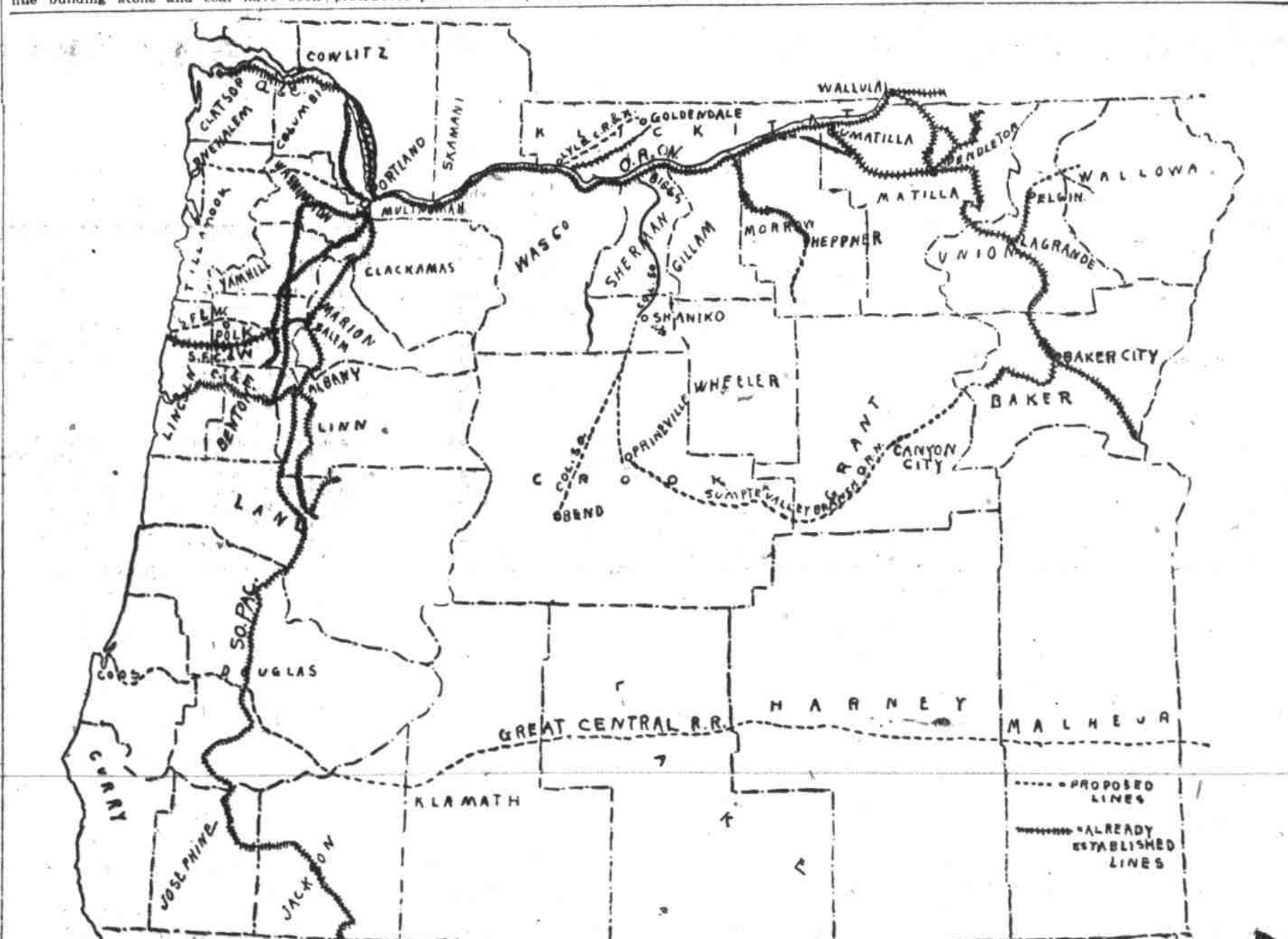
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GREAT CENTRAL RAILROAD.

Organized by Major Kinney; To Cost \$15,000,000; To Cross Oregon.

What is the Great Central Railroad Company? Where does the new road end, and where does it begin? Who is it that is backing the enterprise? These and a number of similar questions are daily asked by that great collective entity, known as "the public."

In the first place, the Great Central Railroad Company is an incorporated body which has as its object the building of a line to extend, when complete, from Salt Lake City, Utah, to Bangor, Coos County, Oregon, a distance of about 950 miles.

Major L. D. Kinney is the promoter of the enterprise. The parties in interest have never been publicly announced. All that is positively known in Portland, or anywhere else in Oregon, for that matter, is that the Title Guaranty and Trust Company of Portland is the guardian of the project, and that it is the representative of the real parties in interest.

Major Kinney's First Moves. Major L. D. Kinney came to Portland in the winter of 1901-2. He lost no time in getting to work for the great project

provided for bonding the road for \$15,000 a mile, involving the expenditure in round numbers of about \$15,000,000.

When the Great Central idea was first made public it was intimated that the main scheme would be divided into two railroad corporations, one of which would be known as the Great Central, which was incorporated in Oregon, and that the other would be incorporated in Utah. This idea was afterwards modified and it was decided to make the Utah end an Oregon corporation, and then to place the articles on record in Utah as a foreign corporation.

The Utah Western Co. On August 31, in accordance with the above plan, articles incorporating the Utah Western Railway Company were filed in the office of the County Clerk of Multnomah County by John K. Kollock, John E. Atchison and George H. Hill. The capital stock was placed at \$1,000,000, with shares at \$100 each, and the objects were stated to be the construction, acquisition and equipment of railroad, telegraph and telephone lines, spurs and branch lines within the state of Utah.

The Eastern terminus of the main line will be at Salt Lake City, and the West-