

GREAT RAILWAYS IN AND OUT OF THE STATE OF OREGON

ROUGHLY speaking, there are 2,000 miles of main line railroad in the state of Oregon. Two companies control the greater part of this mileage, the Southern Pacific and the Oregon Railway & Navigation company. Other roads that center in Portland are the Northern Pacific and the Astoria & Columbia River roads. In addition to these lines, is the Columbia Southern, running from Biggs to Shaniko, and the Sumpter Valley Road, operating between Baker City and Whitney.

Though in numbers the railroad representation is small, the state is blessed with roads that have a trans-continental business and that bring to the city and the state directly the colonists and trade from the far East. The Southern Pacific, with an outlet through Southern California, and another by the way of Oregon, affords excellent advantages for both shipper and traveler in the choice of routes; the O. R. & N., with its feeders draining the country northwest of Pendleton, and its main line stretching toward the East, becomes an artery of traffic; the Northern Pacific affords an outlet via the sound country and places Portland in immediate connection with the entire Northwest, while the Astoria & Columbia River road, with its seaside lines, brings pleasure near the dwellers in the city and makes certain the growth of Astoria and lower Columbia river territory.

Though promises cannot always be coined, and though projected lines are valueless for traffic hauling purposes, still shrewd railroad men of experience and with an understanding of state conditions, seldom miss the truth far in their guesses, and when for month after month men of this character tell of things that are about to be accomplished, and in their informal gatherings discuss events that mean great things for the state; and when, as the weeks go by, some of these come to pass and theories become facts, then even the cautious may be excused if he accepts at nearly par other prognostications.

During the summer Portland railroad men have been dwelling constantly on the extension of the Columbia Southern; on the probability of the Northern Pacific building a direct line to Portland; on an extension of the Sumpter Valley road; of the purchase of the Heppner coal fields by the O. R. & N. and the consequent exploitation of this region; of better service on the Southern Pacific; and of numerous other things. Within the month positive announcement has been made that the Southern Pacific would build a model line from Triac to Portland; word has come that the Columbia Southern would advance its line to Bend, a distance of 100 miles, and that the Harriman syndicate would float these bonds for \$1,500,000. There has also been allowed to leak from the Northern Pacific office the fact that this line had bought the old Portland, Vancouver & Yakima road, and that a line from North Yakima was not far from the bounds of belief. Then, too, the advancing of the Columbia Southern to Bend, and the announcement that it would ultimately extend to Burns, has awakened new interest in the Sumpter Valley line, and a branching out of this road is now believed by conservative railroad men to be very probable. There has also come a promise of many more freight cars from the Southern Pacific, the mail service of the O. R. & N. has been bettered greatly, the Heppner coal fields are attracting the serious consideration of the company and other prognostications that three months ago were

only dreams are rapidly shaping themselves into realities.

Whether all this happens because Portland has found herself and has shown she is worth all these efforts, or because the railroads have found Portland and Oregon, and have decided the prize was worth the grasping, matters little, except for the man of theory. The fact remains that the year now closing has been one that greatly increased the railroad facilities of the state, and that marked as well the inauguration of enterprises that no one can yet bound in their relation to the state's advancement. Though Portland has long been most fortunately situated as regards railroads and transportation facilities, she looks out on the new year with promises of great things stirring her blood, and that she may not rejoice alone, the entire state in its various sections has gathered in projects and plans, nearing fruition, that will make for the commercial advancement of the entire district between the Snake and the Pacific.

In detail the story of the state's present railroad health is one not easily told. Changes projected and being carried out so alter the face of the railroad map and so set on the service that accurate statement is difficult.

With the Oregon Railroad & Navigation company, the account may begin for this line chiefly confined in the state, bringing to Portland its chief interior trade, supplying Eastern and Central Oregon with most of the necessities, and from first to last a home institution deserving for importance and present accomplishment, first place in any account.

The O. R. & N. has in its Oregon and Washington divisions 1,152.03 miles. In Oregon its lines cover the district from Portland along the Columbia to Umatilla, through Eastern Oregon to Huntington, with branch lines into the Heppner coal fields; from Pendleton to Walla Walla, and from La Grande to Elgin. Over the main line from Huntington is hauled all the vast business of Umatilla, through Eastern Oregon to Huntington, and from there to the Heppner coal fields; from Pendleton to Walla Walla, and from La Grande to Elgin. Over the main line from Huntington is hauled all the vast business of Umatilla, through Eastern Oregon to Huntington, and from there to the Heppner coal fields; from Pendleton to Walla Walla, and from La Grande to Elgin.

The equipment of the O. R. & N. has been greatly improved since the Harriman management has taken charge of it, and the roadbed has been shortened and ballasted after approved methods. Heavy climbs still confront the engineers from Baker City west, and probably always will, but miles of track have been straightened in the past few years, grades have been reduced and projected improvements are being constantly made to facilitate the handling of traffic.

In the past three years, according to a recent statement to The Journal by President Harriman of the system, there has been spent \$7,500,000 for the improvement of the O. R. & N. This being expended in new motive power and rolling stock and in bettering the right of way.

The road at present possesses 2,730 freight cars, 87 passenger cars, including mail, express and baggage cars, 62 shovels, dumps, plows, water cars and miscellaneous equipment and 114 en-

gines. In addition, the road owns two narrow-gauge engines and 45 narrow-gauge cars. The narrow-gauge equipment is only used on the Cascade portage and the Dixie branch.

The O. R. & N. has three hospitals, located at Portland, St. Vincents; Walla Walla; St. Marys; Spokane; Sacred Heart. In connection with its Portland hospital the company maintains an ambulance.

Local officers of the O. R. & N. are: A. L. Mohler, president; William Crooks, assistant to president; J. C. Ainsworth, E. S. Benson, William Crooks, W. W. Cotton, W. M. Ladd, A. L. Mohler and H. W. Scott, directors; J. W. Newkirk, assistant treasurer; W. W. Cotton, general attorney; A. L. Craig, general passenger agent; R. B. Miller, general freight agent. The above list includes the executive, legal, traffic, treasury and accounting departments.

The construction, road, operating, mechanical, purchasing, claim, store, tax and land and industrial departments have the following Portland officials: W. H. Kennedy, chief engineer; J. E. O'Brien, superintendent; George Conway, superintendent of water lines; W. Moxon, port steward; R. Pryat, superintendent dining cars; E. A. Klippel, superintendent telegraph; J. F. Meyer, car service agent; F. G. Wheeler, purchasing agent; D. E. Hall, claim agent; A. S. Watt, tax commissioner; Charles Wanger, right of way agent; R. C. Judson, industrial agent.

The development of the Southern Pacific, railroad and Western Oregon has been so closely interwoven and so greatly has the one depended on the other that no account of the state that does not deal with this road in detail can be considered complete. The Southern Pacific, besides being the sole line connecting Portland and Oregon with California and the vast Southwest country, has begun to tap the western part of the state with branch lines and already has developed the territory between Portland and Eugene more thoroughly than any other region of the big state has been opened up. With branch lines to Corvallis, Salem, Albany, McNamara, Marion and Linn county towns the Southern Pacific has covered the field, the richest of the West, rather thoroughly and every indication is that the territory south along the main line will be as thoroughly tapped long before Eastern Oregon is opened to general settlement.

With the inauguration of the Harriman control the Southern Pacific began to look up and take notice and in Oregon, despite delayed steel shipments and various adverse conditions, the company has in the past two years bettered its line equipment and service 50 per cent. No figures are available concerning the cost of state betterments since the Harriman expense account for the Southern Pacific is kept at the New York office and the various divisions are not segregated, but of the \$130,000,000 spent by the system in the past three years for improvements through the West the state has received a goodly share, beside the \$7,500,000 spent on the O. R. & N.

According to the statement of General Manager Koehler the traffic of the Southern Pacific in Oregon was six times greater the past year than in 1898. In the past three years 20 additional engines have been put on the Oregon lines and small-capacity freight cars have been replaced with cars having a capacity of from 80,000 to 100,000 pounds. The company has as yet placed none of the latest model heavy engines on its state lines, because the roadbed with its light

rails would not bear the weight of the engines, but the old steel is being rapidly replaced with modern rails and heavy engines will soon be added. During the past year 17,843 loaded cars passed from Oregon South via Ashland over the Southern Pacific and 9,122 loaded cars came north through the same point. The excess speaks well for the export business of the state.

Though the running time of the local trains is admittedly slow the heavy mountain grades and the poor roadbed, which the company found itself encumbered with on taking hold of the property 20 months ago, are chiefly responsible for this, according to traffic officials.

In speaking of the improvements for the past year on the company's Oregon lines Manager Koehler said:

"The company has replaced the bridge crossing the Clackamas river by a modern steel structure, consisting of two new spans of 150 feet each, and one plate girder of 60 feet. It has prepared the masonry for abutments and piers for the crossing of Grave creek, which is 160 feet high, for which the ironwork is already on the ground and will be erected within a fortnight or so. For some minor bridges in the Siskiyou the steel orders are on hand. The company is just putting in the cylinder piers for a steel structure over the North Yamhill river, and has received the steel trusses for the South Yamhill and Luckiamute on the west side line and expects shortly to get the structural material for the crossing of the Tualatin river on the Yamhill division. On the Woodburn-Springfield branch the crossings of the North and South Santiam will be taken in hand during the coming year.

"The company filled a large amount of its structures during the past year, viz: All of the trestles from tunnel No. 9 to Merlin, the long trestle approaches to the Cow-Creek crossing, near Glendale, and has begun filling on the trestles between tunnel No. 8 and Wolf creek. Considerable work was done on trestle filling and incidental thereto, change of line, in the Siskiyou mountains and Northern California, between Edgewood and Sisson. In all these cases permanent culverts of either concrete or stone or iron were used.

"The rail renewal with heavy rail has been started in Northern California in continuation of the work done on the adjoining division to the south. Before the end of the year the entire line from Dunsmuir to Ashland, except 12 miles, will be laid with heavy steel. The remaining 12 miles will be relaid during the current year, and considerable work of this character will be done northward in Oregon during the coming year.

"Ballasting has been done in the Siskiyou and on certain structures of the line in Oregon, chiefly near Salem. Steel turntables of large diameter, to fit modern equipment, have been put in at Dunsmuir, Hornbrook and Siskiyou, and tables are already on hand for Ashland, Grants Pass, West Fork and Roseburg.

"Considerable betterments and additions have been made to a number of the company's buildings, principally station-houses, section-houses, etc.

"The company at this time operates 96 engines on the Oregon lines and it is the intention of putting heavy power at an early date on the Siskiyou mountains, facilitating the operation of the line."

Leading officials of the Southern Pacific are: R. Koehler, manager of lines in Oregon; W. E. Coman, general freight

and passenger agent Oregon lines; L. R. Fields, superintendent Oregon lines; G. H. Andrews, acting land agent; W. W. Bretherton, right-of-way agent, and J. P. Jones, traveling passenger agent.

Though as a corporate citizen of the state the Northern Pacific is not deeply interested, the possibilities of this line—one of the main freight and passenger thoroughfares to the East—have long been the hope and the dream of shippers, and with a present large volume of trade the road looks forward to a time in the near future when changes will be made that will permit it to actively compete for other business than that out of Portland, in the state.

As a terminus of one of the great continental roads, Portland has received great benefit from the Northern Pacific and as far as the Portland passenger office is concerned the returns are most satisfactory. With the operation of through trains to the East from Portland the Northern Pacific has proved an active competitor for traffic business and has constantly attended to the interests of the local traffic. But the Washington line, with its heavy grades and somewhat devious course, has prevented the road entering into an active competition for freight shipments as might be desired by a pushing corporation and the shipper who revels in cut rates, so the plans of the Northern Pacific for an extension into the city, and for the consequent branches into Harriman territory south and east of Portland, have played a leading part in the local agitation for increased railroad accommodations.

For years the plans of the company have been somewhat murky and it was not known just what was probable or to be hoped for, but with the growth of the city and its increasing value as a shipping center the Northern Pacific has gradually evolved a plan that seems to be the one liable to be carried out in reaching the city. With the purchase of the property in Clarke county, Washington, of the Portland, Vancouver & Yakima railroad the Northern Pacific showed the probable course of its new line, and the recent development in that territory, a development by no means justified by the amount of Clarke county trade, has added fact to theory and local officers of the company, while not officially stating the course of the company's short line or the time of its extension, are ready to back the statement that Portland is the present point of interest to the corporation and that a short line will enter the city or territory at an early date. There are two courses feasible for this new line—one from Pasco, down the Columbia valley to Vancouver or Kalama and thence across the river to this city, or from North Yakima to Vancouver via the old P. V. & Y. and an extension to Yakima. By the purchase of the P. V. & Y. and subsequent development the company has shown its preference for this route, which is by far the shorter of the two.

Though but a new line, having been open for business only since May, 1898, the Astoria and Columbia River railroad, has already several things to be proud of, among which is the fastest schedule in the state, most modern equipment and a territory that has a wonderful future. The line was built after years of "dams" and blasted hopes and formed the link destined to materially aid Portland and that has already been the salvation of Astoria. The A. & C. management is building on the hope that some day Astoria will be the commercial rival of Portland and

have purchased extensive terminal facilities near Astoria with a 40 to 50 foot water front along their property.

The A. & C. runs over its own track between Goble and the sea and has connecting rights into Portland that assure it the lower Columbia field in its entirety. At first the line was chiefly a resort road with big summer traffic, but though this business has greatly increased, the coming of the A. & C. to Astoria has doubled the population and probably connecting with an extension of the Sumpter Valley road giving the O. R. & N. a short cut with many advantages over the present line.

In few other western states has rail-roading paid so well as it has in Oregon. In scarcely another locality can a paper road be bonded toward the million mark and in a few years after its construction return such dividends that further big issues of bonds are eagerly taken by substantial Eastern corporations, but that has been the history of more than one short stretch of track in the state. A marked example of this peculiar fortunate condition is in the history of the Columbia Southern.

When President E. E. Lytle and his few associates began their work a few years ago they were not men of great wealth, any proposition that they took hold of and invested in had to pay well and pay quick and few would have chosen a railroad with which to start a fortune under these conditions, but though the construction was not an idle dream for ease and though grief of valiant sorts arose and troubled, still the line was built from Biggs to Shaniko, a distance of 70 miles, and operations was begun. Several things happened soon after the line was opened, one was that the wool business was taken from The Dalles and centered at Shaniko and this interior village became the most important wool point in the world. Then the country along the Columbia Southern began to settle itself as it were and business and towns arrived simultaneously.

After a period of such prosperity that old obligations were paid and money was laid aside for a crisis, the backers of the road began to dream of new fields and by connecting with their dreams

a considerable amount of judicious work they accomplished their desire.

The accomplishment was marked by the announcement a few days ago that the Harriman interests would back an issue of \$1,500,000 worth of bonds, these bonds being issued for a 100-mile extension to the Columbia Southern. Silently Mr. Lytle and his associates had accomplished their purpose and had convinced Mr. Harriman that the proposition was not only safe, but highly remunerative. The extension will be built next season and will run from Shaniko southwest to Bend. It is also announced by President Lytle that at an early date the road will have a terminus at Burns, opening up the Central Oregon country as yet untouched and probably connecting with an extension of the Sumpter Valley road giving the O. R. & N. a short cut with many advantages over the present line.

Though not possessing a foot of track in the state, the Columbia River & Northern railroad is a state product, counts its leading backers among its Portland citizens and contributes directly to the prosperity of the city by bringing in the trade of a new territory.

The Columbia River & Northern was opened for traffic the past season and already has done a business that speaks well for the future success of the enterprise. The road runs from Lytle on the upper Columbia near the Cascades to Goldendale, a town 40 miles up the Kikokiat Valley in Washington. Prior to the construction of the line up the valley all the produce and products of the fertile valley was teamed across many miles of rough roads to some Columbia river point and the settlement of the region was considerably retarded.

With the advent of the Columbia River road the interior mills, farmers and stockmen and sheepmen were given an opportunity to secure easy transportation to the river and having competitive rates from river points to Portland, their shipments were cheaply laid down on the city docks and freight platforms. This material advantage has so enhanced the value of the territory adjacent to the new line that many new settlements have been started and the farm lands are no longer seeking for buyers at enhanced prices. Portland remains the mistress of this territory as in the old days of mule train and small steamer and has gained in the same proportion that the entire valley has.

"Strength and vigor come of good food, duly digested. Force, a ready-to-serve wheat and barley food, adds to burden, but sustains, nourishes, invigorates."

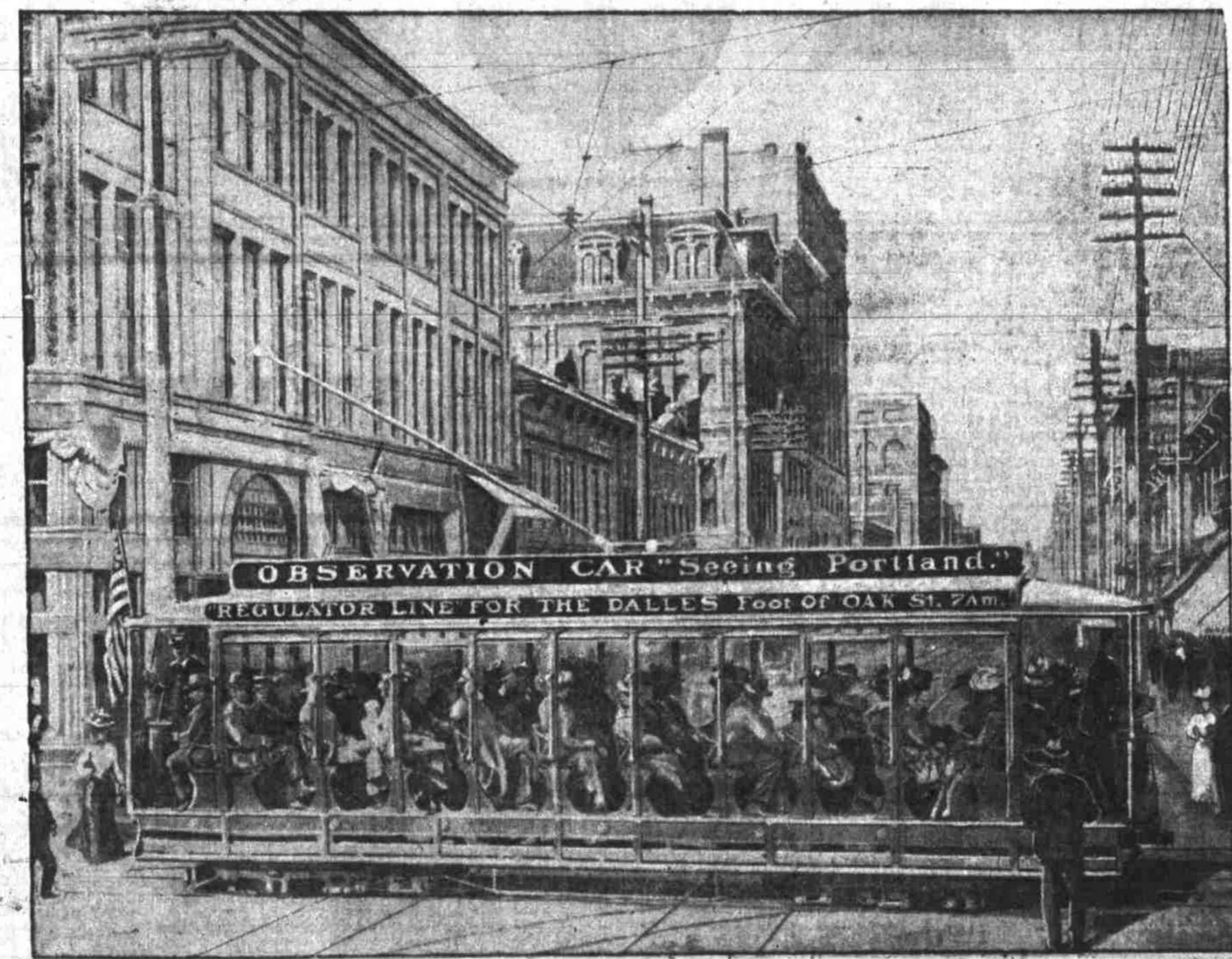
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