

WATERWAYS ESTABLISH PORTLAND'S SUPREMACY

Metropolis of Pacific Northwest Stands at the Confluence of Two Great Rivers Down Which Railroads Come to Meet Ships of All Nations.

- Statistics of Oregon Commerce.
- Miles of navigable rivers, centering at Portland, 2186.
- Columbia river, 760 miles navigable.
- Snake river, 240 miles navigable.
- Willamette river, 224 miles navigable.
- Columbia tributaries, 512 miles navigable.
- Through Cascade locks last year, 14,954 tons.
- From Portland to sea via Willamette and Columbia, 4,241,681 tons.
- Miles railroad operated in Oregon, 2429.
- Increase over last year's mileage, 188 miles.
- Miles of steam road, 2016.
- Electric, 196 miles.
- Number of commercial roads, 50.
- Miles to be constructed coming year, 787.

place, there are the two great rivers that first determined the lines of the railroads—the Columbia and the Willamette. As long as there are navigable rivers running up into a country that country is going to be opened up, and those rivers are going to be used as public highways. So any time that the hand of the railroad grows too oppressive the people have but to turn to the rivers and find in them their relief.

It is the Columbia river that has reserved for Portland all that great territory known as the inland empire of Washington, Oregon and Idaho.

Traffic by Water.

From Portland to the sea there is a channel of at least 35 feet, which allows sea going vessels access to the fresh water harbor of Portland. The distance is 116 miles. From Portland up the Willamette light draught steamers are operated to Corvallis, 118 miles. Freight amounting to 412,845 tons, valued at \$8,192,744, was carried on the Willamette river last year. From Portland to the sea there were carried 4,251,681 tons, valued at \$7,553,804, of which 1,664,717 tons, of an approximate value of \$45,000,000, were carried by sea going vessels. From the mouth of the Columbia to Big Eddy there is a stretch of 124 miles of river which the government locks at cascade locks have made navigable without a break. The nine miles of the Celilo rapids are covered by the Oregon Portage railroad, built by the Oregon Oregon Navigation company, which regulates freight rates between the upper Columbia and the sea. From Celilo falls to Priest rapids is another 158 miles, giving a stretch of almost 400 miles of navigable waters on the Columbia. Regular steamers, maintained by the O. R. & N. Transportation company, a semi-public corporation, operated for the benefit of shippers, maintain an excellent service between Portland and Big Eddy, and between Celilo and Pasco and Kennewick. A similar service is maintained most of the year between Celilo and Lewiston, Idaho, making a total distance navigable on the Columbia and Snake rivers of 473 miles and 100 miles, respectively. The inland empire ships annually 40,000,000 bushels of wheat, the immense saving to the shipper that the navigation of the Columbia has brought about can be understood.

Thousands of Miles of Rail.

With the importance of the navigable rivers of Oregon as ever-ready rate regulators and means of competition with the railroads well in mind, it is now possible to turn to the railroads themselves with a better degree of understanding.

There are in Oregon today 2,429 miles of steam and electric railroads in operation, an increase during the year of about 188 miles. Of this mileage 2,016 are steam roads and 196 miles electric. The commercial roads, including the switching companies, operate about eight miles and the industrial roads about 40 miles. This does not include the large mileage of logging railroads.

Of the latter the largest in point of mileage, at least, is the Oregon Railroad & Navigation company, with its subsidiary companies, which has a total mileage in the state of 687 miles. The O. R. & N. main line extends from Huntington to Portland. It has had 227 miles of rails placed on it during the past year, with 18 miles between The Dalles and Portland has been greatly improved, curves have been removed, heavy grades cut down and heavy steel laid, all at a cost of \$2,500,000. In one district, between Troutdale and Bonanza, 17 miles long, the reduction in curvature will amount to 1,454 degrees and 31 minutes. Seven and one half miles of bridges have been reduced to half a mile and those that are left are of steel construction. Furthermore, the entire line from Huntington to Portland has been equipped with automatic block signals.

The North Bank Road.

While the O. R. & N. is the largest single line in the state, one of the most

important is the new Spokane, Portland & Seattle, known as the North Bank road, because it runs the greater part of the way down the North Bank of the Columbia river from Pasco, at the head of navigation, to Portland. The line is intended to connect Portland and Spokane, Wash., and is owned jointly by the Northern Pacific and the Great Northern. The line is 231 miles long and although but 6 miles are in Oregon, the line is especially important in Portland because it affords a down grade from all the inland empire to Portland and because it is the main transcontinental line of the Hill roads between the east and the Pacific coast.

This line is one of the finest examples of railroad building in the United States, some of its costing \$150,000 a mile. There are no grades from Pasco to Portland, while eastbound the maximum grade is but 1.5 per cent. The road has constructed, at a cost of \$4,300,000, two massive steel bridges across the Columbia and Willamette rivers, the latter being the largest draw in the world—and these bridges are to become the great gateway into Portland from the east and north. They are being used by the Northern Pacific to Puget sound, and they will be used by the new Harriman extension from Portland to the sound, known as the Oregon & Washington, and by the Chicago, Seattle & St. Paul when it completes its Pacific coast extension into Portland. The road has also constructed a dock in Portland for a total of 100 feet for the transference of freight from cars to ocean steamers.

This line reduces the distance between Spokane and Portland 60 miles and has already resulted in considerable reductions in running time between the two cities. In fact, the Northern Pacific will commence the operation of through passenger trains both from Chicago to Portland and from Portland over the North Bank road and will greatly lessen the time now consumed in crossing the continent.

O. R. & N. Extension Work.

Besides the Spokane, Portland & Seattle there have been 177 miles of new railroad placed in operation during the past year. The Oregon Electric Railway company, which has nearly 75 miles of excellent interurban railroad running down the Willamette valley east and south from Portland, has already extended its lines to Salem, 50 miles and to Forest Grove, 15 miles. It has opened new territory of immense wealth and apparently is but the forerunner of a great network of electric roads that are to pierce the Willamette valley, radiating from Portland as a center. For the coming year the road has still greater prospects and will probably extend its Salem line south as far as Corvallis, on the Willamette river.

The total cost of the work done on the Oregon Electric last year approximated \$3,000,000.

O. R. & N. Extension Work.

The O. R. & N. was also busy with extension work during the past year. For instance the new Elgin extension from Elgin to Junction City, an exceptionally rich agricultural section, including the great Palouse wheat country, was opened up, giving Walla Walla county its first railroad.

Another important new line is the Umatilla Central, extending from Pilot Rock Junction on the O. R. & N. 15 miles to Pilot Rock. The line cost \$300,000 and will develop a country that has hitherto been without a railroad.

Another cutoff being built is that from Huntington to the mouth of the O. R. & N. and the Oregon Short Line, down the Snake river to Lewiston, Idaho. This will eventually become the transcontinental line of the O. R. & N. and will give Harriman a down grade from Salt Lake City to Portland. Fifty-nine miles of this grade have been authorized and 25 miles have been graded and are under construction.

In Portland itself the O. R. & N. has constructed the St. John's branch along the east side of the Willamette river, which gives it excellent terminal advantages on the east side of the river as its controlling interest in the Northern Pacific and the control of the switching company controlling the passenger and freight terminals and the union depot.

The Southern Pacific.

The Southern Pacific's main line is 665 miles long within the state of Oregon. It traverses the wonderfully rich Willamette valley from the mouth of the mouth. Its new line, now under construction or to be built the coming year, include the new Central Oregon railroad, extending from the mouth of the Deschutes river, on the main line of the O. R. & N., up the canyon of the Deschutes through Sherman, Crook and Lake counties. This will be the first road into the wonderland of central Oregon, which is the richest section of its size in the United States to be without a railroad. You can draw a great circle around the central Oregon country and not have it cut in any segment of its circumference, by a railroad. Gradually, however, the lines to the north, to the south, to the east and the west are encroaching upon this circle and making it smaller and smaller. The new central Oregon line will let the light of trade in from the north. The Nevada, California & Oregon is working from the south up into Lake county. The California Northern, a Southern Pacific enterprise, has been extended from Weed, on the main line of the Southern Pacific, to Bratenburg, within a short distance of Klamath lake and the city of Klamath Falls.

County Without a Road.

West of Portland, around Tillamook, is a county that not so large as Central Oregon, is just as important, has the finest timber in America and is the largest producer of lumber in the state. It is rapidly building from Forest Grove to Tillamook, on the coast. Of this road 91 miles are under construction now, 140 miles are projected, including a line up the coast from Tillamook to Astoria and 24 miles are completed. The work is being rushed and a portion of the line will be placed in operation in the near future. Mount Hood railroad has been projected from Dec, in Hood River county, toward Mount Hood, and work will be resumed this month. The Corvallis & Alsea River railroad is being built from Cor-

vallis to Monroe, a distance of 17 miles. The Portland Railway, Light & Power company, operating in and around the city of Portland, has 10 miles of standard and narrow gauge tracks. During the past year it has expended \$700,000 on improvements and betterments, has placed automatic block signals on all of its suburban lines, and has extended its standard gauge line from Linnemans to Troutdale.

The United Railway company, which also operates within the city of Portland, has expended \$1,000,000 on improvements and betterments, has placed automatic block signals on all of its suburban lines, and has extended its standard gauge line from Linnemans to Troutdale.

The operation of regular trains between Portland and Hobrook within five or six miles of the city, and the extension of the line, and will ultimately be extended to reach other Willamette valley points.

Portland Supreme.

A general idea may be gained from this statement of Portland's position as regards transportation facilities. She is at the point where the water grades from every direction join with tide-water. The great granary of Idaho, Washington and Oregon makes her way to her doors in order to be shipped to the ports of the world. All of Oregon is so tributary to Portland that the possibility of cutting it away from her trade in her own state is out of the question. Southern and eastern Washington are hers by right of nature and geographical arrangement.

Of Idaho the same statement is true. And inversely Portland must be the jobbing headquarters for all that vast territory because she is the gateway to water competition not only on her own rivers, but the ocean as well. It is a position that is unique and unassailable.

CHOPPED OFF MOTHER'S HEAD

Arthur Trotter Accused of This Inconceivably Atrocious Act.

(United Press Landed Wire.)

New York, Dec. 31.—Accused by the police of chopping off the head of his aged mother, Arthur Trotter, 23 years of age, is held at the psychopathic ward of Bellevue hospital for examination as to his insanity.

The police say Trotter locked his mother, an old, in a room and then began his fiendish attack. Neighbors heard the screams and rushed for police. Detectives battered down the door and entered the blood stained room. Trotter on seeing the officers, leaped from a second story window but was captured.

GLOOM GATHERS AT SACRAMENTO

Would-Be Attaches See Anguish in \$500 Legislative Limit.

(United Press Landed Wire.)

Sacramento, Cal., Dec. 31.—Gloomier than the thick tule fog, which has hung over Sacramento for a month, is the weight of woes on the scores of would-be attachés who are now in the capitol hoping against hope that this legislature will find some loophole to evade the law which limits the total amount to be paid to attachés to only \$500 a day in each house.

This amount, pitifully inadequate in comparison with the golden generosity of the public manager in preceding years, will allow for hardly more than 100 clerks, stenographers and the like in each house and the dread has spread among the faithful that perature that they go want prizes this year may have to go through the motions of working.

LONG LOST SISTER IS FOUND; SHARES IN LARGE LEGACY

(Special Dispatch to the Journal.)

Spokane, Dec. 31.—After living a secluded life at Grangeville, Idaho, for 20 years, Mrs. Isabel Salouse Wetzel has been found by her nephew, Henry Thompson, of San Francisco, and will share in a large estate left by her sister, who died at San Francisco several months ago.

Mrs. Wetzel became separated from her relatives because she married against her parents' will. She was not found until Mrs. Schmadeka of Grangeville visited Thompson a few weeks ago. The dead sister left a big fortune to Thompson, with the understanding that a good share would be given to the "missing" sister if she was ever found.

Thompson has sent her the first installment.

OLDEST HOMESTEADER IN OREGON BELIEVED TO RESIDE IN CROOK

(Special Dispatch to the Journal.)

Prineville, Or., Dec. 31.—John Joseph Cunningham, 81 years old, of Crook, this county, has just proved up on 160 acres of government land in the Bear Creek valley. He is a bachelor. Despite his advanced age he engages actively in farming and has a number of acres under cultivation. He is believed to be the oldest homesteader living in Oregon.

SUNNYSIDE CHURCH ANNUAL MEETING

The annual business meeting and roll call of Sunnyside Congregational church was held last Tuesday evening in the church parlors. A large proportion of the membership was present, answering to the call of their names by reciting some passage from the Scriptures. During the past year 51 new members were taken into the church, and the institution is flourishing.

The Ladies Aid society, under the leadership of Mrs. J. A. Pettit, was commended on its fine showing for the year, during which time it turned \$725 into the church treasury.

The meeting for the meeting the members adjourned to the lecture room, where refreshments were served.

The following church officers will serve for 1909: Church clerk, S. C. Pier; church treasurer, L. F. Pies; trustees, W. E. Brainard, S. C. Pier, E. O. Woods, J. Charles Roseburg, V. Enrick and E. R. Raymond; deacons, J. N. Voorhis, I. L. Hus, H. H. Staub, Charles T. Privat; Sunday School—Superintendent, S. C.

California Red Cross.
(United Press Landed Wire.)
Santa Cruz, Cal., Dec. 31.—One thousand dollars for the earthquake sufferers in Sicily will be forwarded by the state Red Cross society today, following a mass meeting here last night.

DO NOT BE DECEIVED
about yourself when you're crippled with rheumatism or stiff joints—of course you've tried lots of things and they failed. Try Ballard's Snow Liniment. It will drive away all aches, pains and stiffness and leave you as well as you ever were. Sold by Skidmore Drug Co.

SACRAMENTO'S OLD PIONEER MILL BURNS
(United Press Landed Wire.)
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There is Only One "Bromo Quinine"

That is Laxative Bromo Quinine

USE THE WORLD OVER TO CURE A COLIC IN ONE DAY.

Always remember the full name. Look for the signature on every box. 20c.

Important Change of Time

Effective Sunday, Jan. 3, 1909—Following Schedule Will Prevail

From Portland to Gresham and Intermediate Points via Springwater Division.....	Lv. 6:55 a.m.	*7:45 a.m.	8:45 a.m.	9:45 a.m.	10:45 a.m.
	12:45 p.m.	2:45 p.m.	3:45 p.m.	4:45 p.m.	5:45 p.m.
	6:45 p.m.	7:45 p.m.	11:15 p.m.		

From Gresham and Intermediate Points via Springwater Division.....	Lv. *5:45 a.m.	*6:30 a.m.	7:37 a.m.	8:45 a.m.	9:45 a.m.
	11:45 a.m.	1:45 p.m.	2:45 p.m.	3:45 p.m.	4:45 p.m.
	5:45 p.m.	6:45 p.m.	9:45 p.m.		

From Portland to Cazadero and Intermediate Points via Springwater Division.....	Lv. 6:55 a.m.	8:45 a.m.	10:45 a.m.	12:45 p.m.	2:45 p.m.
	4:45 p.m.	6:45 p.m.			

From Cazadero to Portland and Intermediate Points via Springwater Division.....	Lv. 6:45 a.m.	8:45 a.m.	10:45 a.m.	12:45 p.m.	2:45 p.m.
	4:45 p.m.	6:45 p.m.			

From Portland to Troutdale and Intermediate Points on Branch.....	Lv. 6:55 a.m.	7:45 a.m.	8:45 a.m.	9:45 a.m.	10:45 a.m.
	12:45 p.m.	2:45 p.m.	3:45 p.m.	4:45 p.m.	5:45 p.m.
	6:45 p.m.				

From Troutdale and Points on Branch to Portland.....	Lv. *6:15 a.m.	7:25 a.m.	8:15 a.m.	9:20 a.m.	10:20 a.m.
	11:20 a.m.	1:20 p.m.	2:20 p.m.	3:20 p.m.	4:20 p.m.
	5:20 p.m.	6:20 p.m.			

*Note—Daily Except Sunday.

Special Announcement

Robert's Buns

THIRD AND MORRISON

Store Closed All Day Friday New Year's Day

February 1, 1909, we take stock and close our fiscal year. Before then we shall sell an immense quantity of excellent merchandise at prices that scarcely represent the cost of production. We do this in order to start the new season with all our sections freed from the accumulations of the old. It is a part of our established policy never to carry goods over from one season to another. The greatest bargains of all the year are, consequently, offered on every hand, and many shoppers will take advantage of them to supply their needs for months to come. Especially attractive are the values offered for

Saturday's Selling

a partial list of which we publish in Friday's evening papers.

Why There Should Be A Piano In Every Home---

Why Not Secure One for the New Year, Now to Gladden the Hearts of All the Family

The supreme, the all-sufficient reason, why there should be a piano in every home is that every home should be a happy home, and outside the sacred influence of a good mother, nothing contributes so much to the happiness of the home as music, and no instrument excels the piano in music-making witchery, in variety of tone and richness of melody.

Happy homes are the keystone in the arch of our splendid civilization, and happy homes make liberty loving, patriotic people. The experience of all the ages is that music hallows the home, sanctifies its memories and blesses and beautifies human character. Few bad men go out from homes where music and mother are loved and honored.

A piano in the home is a powerful magnet drawing the minds and hearts of the family into heavenly harmony and making "Home, Sweet Home, Though Ever So Humble," the dearest spot on earth.

Every consideration, therefore, of parental love, filial devotion and patriotic pride demands that there should be a piano in every home.


Parents can make no wiser investment—no investment that returns richer dividends in the character and lives of their children.

David's Harp alone could soothe the troubled spirit of Israel's King, the Lord's anointed, and in all ages music has soothed sorrowing hearts and purified human affections.

Every true home should have a piano, the perfection of musical instruments, to give added charm to the home circle, to comfort in affliction, to cheer in the hours of gloom, to sweeten every cup of bitterness, and to send forth boys and girls whose lives shall be a blessing to society and a benediction to the world.

It Costs No More to Buy the Best at

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Chickering
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400 Other
Makes of
Pianos



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