

NEW RAIL LINES WILL BE BUILT IN OREGON

Two Systems Completed During Year Just Closing and Contracts Let for New Work.

Railroads have shown more interest in Oregon and its future development during the last six months than they have expressed toward any other state in the union.

This interest is indicative of the beginning of a development period in the state which promises to rival if not surpass the historic empire building days of the mill and furrier interests. The beginning of this period of rail extension will have its inception during 1923.

It is not too bold an assertion that Oregon is the most favored state in the eyes of railroad builders, for a resume of the year's offering of railroad building proposals reveals that projects estimated to cost in excess of \$80,000,000 have been proposed for Oregon outside of Portland.

TWO LINES BUILT

Completion of almost any one of the dozen or more rail extension projects so far proposed would strengthen Portland's position as capital of the Oregon country. New trade territory would be opened by any one of the numerous lines under consideration and the completion of one or two of the principal projects would result in the prouder of millions of dollars worth of products into this city for distribution annually.

But all of the lines under consideration are not merely projects for 1923. They mark the completion of at least two new lines, the letting of contracts for the extension of two more and the incorporation of another pair.

Oregon's undeveloped resources were the inspiration for the completion of two lines, the first being the Portland, Astoria & Pacific railway, built under the joint supervision of the Northern Pacific and Great Northern railroads to tap the enormous timber stands to the west of Portland in Columbia county, and the second the California & Oregon lumber road extending from Brookings in Curry county southward into the redwood timber of the extreme southwest corner of this state and the northwest corner of California.

COST \$2,250,000

The Portland, Astoria & Pacific rail line, 32 miles in length, will be an important artery to encourage Portland business during the coming year. Timber operators along this line are planning some major operations and the millions of feet of timber which will be cut and hauled over the line to the Nehalem boom will result in an increase in lumber cutting operations in the Portland district. This line cost approximately \$2,250,000 to build.

The California & Oregon Lumber company road, while only 16 miles in length and separated far from Portland in a section of Oregon which for years has been conceded as California trade territory, is of standard gauge construction and may some day in the near future be connected up either with a rail system extending along the Pacific coast line of the state, or at least with the proposed extension of the California and Oregon coast rail line projected to link up Grants Pass with Crescent City.

WORK PROGRESSING

This latter project would be 25 miles in length and cost over \$2,000,000 to build. Mining interests have been active in behalf of raising capital for this project, since it would make possible the location of a smelter at Crescent City, where a cheap fuel supply could be obtained from ships.

Actual construction work has progressed slowly but nevertheless steadily on the Portland and Oregon City line between Carver and Viola. This is an 11-mile extension, which will open up some valuable timber close to Portland. Several miles of new line also has been laid on the Portland & Southwestern railroad, and the line soon will be carried to Turfish, formerly called Pittsburg, on the Nehalem river.

CONTRACT LET

Contract for the construction of 13 miles of the Strahorn line in Klamath county was let recently. The line will be extended for this length from the present terminus near Hildebrand to Sprague river. The contract stipulates for completion of this new stretch by June 1, 1923.

Bids also have been called for contract on construction of eight and one-half miles of railroad for the Long-Bell Timber company. This will be the first unit of a 26-mile line which was incorporated last year as the Longview, Portland & Northern railway. This first unit will extend north from Kelso on the west side of the Cowlitz river.

However, the largest rail projects are pending for 1923 with reasonable assurance that the coming year will see the construction of these two lines. The lines are the Natron cut-off and the Yakima Southern railway line.

NAKE PLEDGES

Oregon has received a guarantee from every interest concerned that completion of the 100 miles of the Natron cut-off would follow settlement of the Southern Pacific-Central Pacific merger case. The Southern Pacific has pledged this construction, estimated to cost between \$11,000,000 and \$15,000,000 should it retain control of the Central Pacific.

The Union Pacific has made a similar pledge should it obtain control of the Central Pacific and the public service commission has filed a complaint asking for completion of a number of railroad lines in Central Oregon, designed to compel completion of the Natron cut-off should the Central Pacific be made an independent company. All lines have pledged themselves to start this work immediately after settlement of the merger case, which should come in 1923.

PLANS THREE UNITS

The completion of the Natron line would increase Portland's trade territory greatly. Some of the isolated sections of Southern and South Central Oregon would have access to the Portland market for the first time in their history.

Activities in the Yakima Southern railway project, designed to link up Portland and Yakima, likewise have occupied the attention of Portland commercial interests. This company was incorporated during 1922, and during the past month, perfection of survey details and acquisition of right-of-way has been the principal activity.

The Yakima Southern company has three units planned, but interest centers mainly on the line between Underwood, on the Columbia river, and Yakima. Thousands of tons of produce from the famous Yakima valley and large amounts of timber would be brought over this line to Portland for shipment to coastwise and off-shore points. Portland gets but a small portion of this trade at the present time.

Development of another prospective route for a railroad directly serving

Portland's Population 328,294

How Portland has grown from a small city of 46,385 people in 1890 to a thriving metropolis of 328,294 people in 1922:

Year	Population	Year	Population
1890	46,385	1911	252,621
1900	90,426	1912	257,490
1901	107,991	1913	266,116
1902	113,765	1914	270,527
1903	123,662	1915	275,735
1904	133,000	1916	280,433
1905	161,205	1917	286,733
1906	195,197	1918	311,351
1907	225,000	1919	316,490
1908	230,000	1920 (by directory)	320,566
1909	265,000	(by census 288,983)	324,748
1910 (by directory)	252,000	1921	328,294
(by census 207,314)		1922	328,294

The discrepancy between census and directory figures is due to the fact that the directory figures include a greater amount of territory than the Federal census rules, reaching beyond the city limits to suburban districts that, practically speaking, are integral parts of the city.

Portland and the territory in its immediate vicinity has been proceeding quietly along the Wilson river. Here engineers of the northern railroad lines have been making detailed surveys all summer for a possible extension of the Gales Creek & Wilson River railroad from its present terminus to

Tillamook. This would be mainly for development of timber operations.

NEW LINE PROPOSED

Another timber tap road was proposed recently to the northern railroad lines. This proposal was for a 26-mile extension of rail up the San-

tam river into the vicinity of Cascade. W. P. Davidson, timber owner; John Burke, former United States treasurer; and A. A. White, former townsite promoter, are behind this project.

Another timber road extension pending is the standard gauge road which would have to be constructed to tap the timber in the Bear Creek valley in northern Malheur county. This rail extension was one of the provisions called for in the Malheur forest exchange bill which was approved by the government this year. This extension would be 100 miles in length and extend from Grande, the present terminus of the O-W. R. & N. through Burns, northward into Bear creek valley.

This Malheur extension would be of great value to Portland trading interests should the major rail companies decide to construct the rail lines through Central Oregon. The transcontinental lines have shown more interest in the Central Oregon country than for many years.

Moreover, the public service commission has petitioned the interstate commerce commission in its complaint that the 17 miles of track necessary to link Grants and Odell, the 18-mile link necessary in line from Odell, and the average of 18 miles necessary to connect LaGrange with either Odell or Klamath, be ordered constructed. Construction of these lines would necessitate the laying of 50 miles of railroad at an estimated cost of \$17,500,000.

Rail Lines Plan Campaign Winning of West Is Motif

During 1922 the Hill group of railroads, the Northern Pacific, Great Northern and Chicago, Burlington & Quincy, made preliminary plans for an advertising campaign on the Northwest, which they hope to make part of a program for the second winning of the West.

Plans of these northern lines are ambitious for they intend to spend a minimum amount of \$1,000,000 during the first two or three years of the campaign on magazine advertising alone. In addition there will be a huge expenditure for motion pictures and pamphlets to supplement the national advertising campaign.

The first of this series of advertisements, all of which are to be full page or double page in size, will appear in the March issue of the Saturday Evening Post, Collier's, American, Literary Digest, Outlook, Country Gentleman, Farm Journal and Farm and Fireside. These advertisements will continue each month during the next two years.

Through the magazines, which go to approximately 10,000,000 subscribers each month, the railroad companies

of advertisements will be as follows: "The Great Pacific Northwest," "Forestry and Lumbering," "Shipping and Foreign Trade," "Cities of the Pacific Northwest," "Water Power and Irrigation," "Mining, Gas and Oil Resources," "Manufacturing," "Fishing and Canning," "Agriculture," "Fruit Growing," "Dairying and Stock Raising," "The Northwest as a Place to Live," and "The Tourist's Northwest."

Subject matter for these advertisements is being prepared by the commercial organizations of the state which have agreed to cooperate to the fullest extent in supplying the facts for the ads. Similar data will be supplied from Washington, Idaho, Montana and Wyoming, which likewise will be covered by the campaign.

All of the Oregon communities visited special committees were appointed to cooperate with the advertising representatives and through these points of contact the railroad lines hope to carry on a continuous publicity work which probably will extend over the next 10 years.

From the advertising viewpoint the special railroad representatives have chosen the Northwest as a commodity, which can be sold to the people of the Northwest with an adequate campaign. They believe that the Northwest, with its climate, its natural resources and its rich soil, has a tremendous selling possibility.

These representatives also expressed the opinion that the Pacific Northwest is ripe for being placed upon the selling market and they expressed the

opinion that the national publicity would bring many new people to the country.

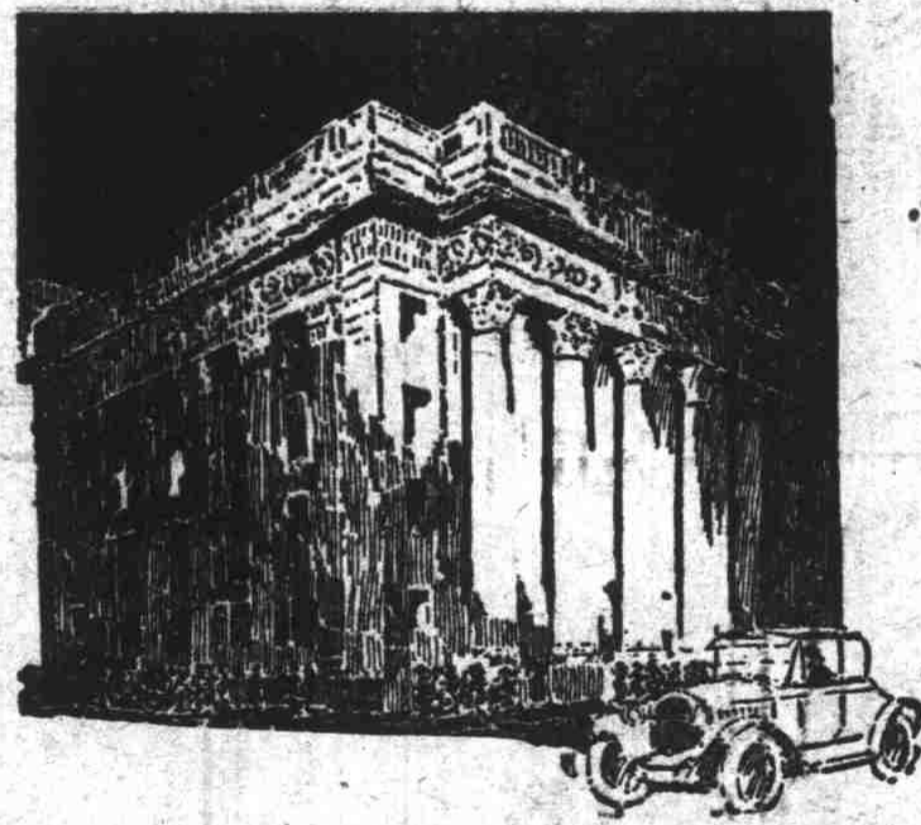
Another purpose in the visit of these representatives was to obtain a guarantee from the cities and towns of the state that an adequate selling organization would be behind the campaign.

The railroads want to be sure that the country will be prepared to take care of the tourists and settlers while the advertisements will bring to the Northwest.

Although there are five states to be included in the campaign, Oregon and Washington probably will enjoy the major benefit, since they are the end points and will receive the largest part of the tourist travel which will be attracted West by the advertisements.

Douglas Fir Leads In Cut of Timber

Of the total timber cut in Oregon in 1921 1,510,923,000 feet board measure was Douglas fir; 310,238,000 feet board measure was western yellow pine; 78,446,000 was spruce, while other species totalled 106,653,000 feet board measure, according to preliminary statistics which have just been compiled by the forest service, U. S. department of agriculture, in cooperation with the bureau of the census department of commerce.



AMONG the few individual institutions which have a distinct influence in the life and commerce of the Northwest is numbered the United States National Bank. It is our purpose to use this influence continuously and untiringly in helpful and constructive economic service. It is our greatest responsibility.

The United States National Bank
Sixth and Stark

"One of the Northwest's Great Banks"