## गुnily gatorian.   <br> RAILROAD DEVEL- OPMENT AND ASTORLA <br> building and subsequent develop ment of the great R. R. systems of the West cannot have failed to note the almost simultaneous growth the surrounding country, as well as the radical changes following in the riiroads and their relations to each other From one pioneer line acros the continent-the Union Pacific- there have since sprung three trans continental lines, with others in consmucton. The vast deents through which these railroads have been built are being peopled and an astonishing growth in ppoplation has taken place on the Pacific Coast The rilroads hhemseves anve mad grear strides in the mater or or im proved machinery and method o handiling traftif, and have been abl through these improvements to lessen the cost of transporation to e enable them, in a measure, meet the constanty meet the constanty increasing mand of the public for cheape rates and more expensive accomo dations tor passengers and freieht Ever since the passage of the in terstate commeree act in 1887 , by the Shelby $\mathbf{M}$. Cullom-Mlinois <br>  der to earn anything like their fixed charges, to say nothing of profits A very few lines operating in th very thickly populated districts <br> 

 a litite emeney under the new lawMany railroads were bankrupted and a very large number of road
were simply abie to pay running ex
penses. In the tre those companies whose plans had continued to push out their line country and were the main factor in building up the population of the
West as it is today. With this constructive and development work on
the one hand, the constant harass ing of the public on the other, in it
ignorant and unreasonable demand for the tearing down of the great in.
struments which made the western states, the railroads were compelled revenues. Consolidation of inter
ests and the rediction of expens through the decrease in forces was
the natural result, These preen required time, and today we se combinations her of the last bi in view. The Union Pacific reer
ganization, as predicned by the As tokian a year ago, is now almo
completed. The significant facts in the case have been detailed by the
recent telegrams from the One of the last features of the new deal was consummated the other da acquired controlling interest in the Oregon Short Line. It is wei
known that the majority of the stoc of the Oregon Short Line is owned
by the Union Pacific, and that, R. \& N Nhort Line controls the $O$ Rep pioneer line at the time whe
the Eastern Oregon was a mere wilder tites. The state and its people will never forget the efforts of that con is now owned within the state, to of affairs J . Pierpont Morgan, th roads today throughout the worid has aimost reached the pinnacle of
wuccess. His name the world

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