

heavily loaded cars up the grade at the same time.

Turning down Grant street front was soon reached, and the cars bowled along across the high bridges to Goble street down which they went to Goble and soon reached the city limits. Beyond this the road runs down a steep grade through a deep cut into the timber and then across a high trestle and through more heavy cuts and up a long grade and finally out on the brow of the hill along which it follows a mile below the O & C line to the power house in Fulton Park. For the last mile or so there is a beautiful view of the gardens along the Waste house and the town of Fulton the Willamette river and country beyond extending to the Coquille and Mount Hood looming grandly in the distance.

There were the slight delays on the trip inseparable from the starting of new and complicated machinery run on men new to the business but the time made was very satisfactory and convinced all that the distance would be covered in astonishingly slight time when everything was in complete trim.

At the power house all alighted and went through the building and examined the machinery.

The power house is 120x36 feet. On the second floor is the car house in which were four handsome cars, two of them being open at the sides a construction car and some cars for hauling dirt, to be used in widening the cuts.

On the floor above this are three fine sleeping rooms lighted by electricity and warmed by steam as in the building throughout.

In the basement is the boiler room containing two large boilers and the engine and cylinders.

Mr. R. Thomas, formerly of the Willamette Iron works has charge of the engine. It is a Bell engine of 150 horse power, and capable of running at 250 revolutions per minute. It is a beautiful piece of machinery and was much admired for the steady and noiseless manner in which it runs.

There are two Edison dynamos of seventy horse power each and the wall near is covered with indicators switches and other electrical apparatus, which Mr. J. J. Fuller, the superintendent of the company explained to those who could comprehend them. The base of the dynamos when they are running becomes a very powerful magnet, and a large iron, which when placed against one of them required a strong pull to get it away.

The ground in the vicinity of the power house has been cleared and several handsome cottages bank houses and more buildings are going up. There is a fine view from the park and plenty of beautiful places for building which now that the motor line is completed, will speedily be utilized.

At 4 o'clock the party started on their return much pleased with the trip. The circumstances were astonishing at the amount of work done on the road and spoke in very complimentary terms of the energy and enterprise of Messrs. James and George Steel, who have given Portland her first electric road.

There are many beautiful spots along the line and in Fulton Park, which will be utilized for parks next summer. The road is to be extended to the cemetery and perhaps beyond, and while greatly enhancing the value of the property through which it passes will doubtless prove a very profitable investment.

There will be only two trains run to Fulton Park to day on account of the work being done on the line. They will leave G street at 1:30 and at 3 o'clock P. M., respectively.

For the present the fare to or from any point in the city limits will be 5 cents. The fare outside of city limits (including any point on Goble street as far north as Liberty street) to Fulton Park or intermediate points will be 5 cents. In other words two fares will be collected from those passengers going or coming outside of city limits into consideration of the southeast Portland Real Estate Company having given material aid in the construction of the road communication tickets are issued to that company and by it sold to the residents and property holders at Fulton Park for 5 cents. These tickets are good from Fulton Park to G street and intermediate points and vice versa.

Clipped By:



c_d_stowell
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