

RAPID TRANSIT LINES

Portland's Fine System of Electric and Cable Cars.

COVER ALL PARTS OF THE CITY AND SUBURBS

The Electric Railways and Their Councillors—Possibilities of Extensions—The Long-Distance Roads—Lines Lead in All Directions From the Business Center.



PORTLAND'S location is favorable for the maintenance of a complete system of rapid-transit lines, covering not only all parts of the city, but also outlying suburbs and the towns within a radius of a dozen miles or more. The topography of the country immediately surrounding Portland especially favors the easy construction and economical operation of electric and steam motor lines of railway, and all of this adjacent district being well settled, the construction of numerous lines of suburban railway out from Portland for distances ranging from three to twelve miles has encouraged an enormous traffic through these arteries of travel into the business heart of the big city.

Carruthers. The original owners were Ben Holladay, Levi Estes and David Stimpson. Holladay, as before stated, furnished the rails, and Estes and Stimpson, who were operating a saw mill here at the time, supplied the lumber and ties. The road was completed and ready for operation early in 1872. The first cost of the line, including the equipment of 15 horses and four cars, was about \$10,000. The cars cost \$1000 each. The day on which cars were first run over the road was an important event in Portland's history. The entire town turned out for a ride in the bob-tail cars, and the exciting incidents of the ride of a mile, including the relief of an additional horse to get the car up the steep hill on the line, were recounted by the evening firebrands as startling developments in the city's growth in the matter of street railways and other modern improvements. Under the management of D. E. Budd, the four cars made 25 trips daily, from 6 A. M. to 11:30 P. M., and it was found that an average of three passengers per car each trip was sufficient to pay all the operating expenses. At the height of its prosperity the road was equipped with 11 cars and 35 horses. This road for a time after it was built was a good-paying piece of property, but under the management of Joseph Holladay, who succeeded his brother Ben in the ownership of the line, it gradually lost prestige, until today it is the one relic of the village conditions of Portland which existed at the time the road was built, and it is now principally abandoned as an artery of traffic. A few trips a day are made over the dilapidated road with the old-style cars, but just enough cars are run to hold the franchise, which will expire September 13, 1895, and all the travel which formerly patronized the line has been diverted to the magnificent system of the Second- and Third-street electric lines. The entire equipment of the road today amounts to two cars and four horses, and but a single man is connected with the operating department of the line. The road has been in the hands of a receiver since last July, and it is under the instructions of the court that barely a sufficient number of trips are made each day over the line to hold the franchise.

THE WASHINGTON-STREET LINES. First Important Street Railway Built in Portland.

IN 1882 a franchise was obtained from the city council for the construction of a horse-car line on Washington street. This road was contemplated to run from First street at the intersection of Washington to the downtown residence district on the slight elevations in the western parts of the city. The first franchise was secured in May, 1882, by Mr. D. E. Budd, at that time secretary and manager of the First-street line. A month or two later Mr. Budd sold the franchise to the Multnomah Street Railway Company, which on October 1, 1882, commenced the active work of constructing the line. The road was completed in December, 1882. It extended from First street out to the head of Washington. Branch lines from the main road on Washington extended down Sixteenth street to Thurman, and south on Thirteenth to Montgomery. This line was successfully operated with horses as the motive power until 1890, when it was electrified. The service was then increased, and the road was equipped with the latest improved electric cars.

On August 1, 1894, the Multnomah Street Railway Company transferred its interests to the Portland Consolidated Railway Company. There has been considerable litigation between the latter company and Mr. Budd, who first secured the franchise for the road. Mr. Budd claimed that the old company had paid him a sum of money each year the road was operated under its management for the rights of his franchise, but that since the Multnomah Street Railway Company had disposed of its interests he had received nothing from its successor, the Portland Consolidated Railway Company, for use of the franchise under which its line is being operated. The latter company, however, claims that the franchise was sold to the Multnomah Street Railway Company by Mr. Budd. This case is still pending, with but little possibility of an early settlement of points at issue between Mr. Budd and the street-car company.

The Portland Consolidated Railway Company is the direct successor of four important lines of street railway companies, whose rights it has absorbed. These were the Multnomah Street Railway Company, the Columbia Land & Improvement Company, the Metropolitan Railway Company and the Portland & Vancouver Railway Company. The Portland Consolidated Railway Company was incorporated in May, 1892. The articles of consolidation of the numerous lines previously operated by the four companies named above were signed on August 1 following. The capital stock of this company is \$1,000,000, of which \$325,000 is paid up. The directors of the Portland Consolidated Railway Company are George E. Marple, James Steel, D. P. Sherman, W. A. Scoggin and Henry Rustin. This company is now operating 52 miles of electric railway, and it owns 89 hand-somely finished cars of the most modern design. The original cost of constructing the system of lines operated by the company was \$1,350,000. The rolling stock and equipment are valued at \$610,000.

As Portland grew, numerous other lines of electric railway were built out from Portland to the suburban districts. One of the most important of these roads was the line extending from Second and First streets south through the city and up along the river bank to Fulton Park and Riverside cemetery. The total length of this line is seven miles. It was originally built by George and James Steel and their associates, and it was run under the name of the Metropolitan Railway Company until this company was merged into the Consolidated Street Railway Company, under whose management it is now operated.

The Portland Consolidated Railway Company is today operating, in addition to its main line on Washington street, an extension out Twenty-third street from a connection with the Washington-street line at the City Park. The Twenty-third-street line runs north on Twenty-third to Thurman, from which point it commences the ascent of what is known as the Willamette Heights. The total length of this line from First street to the terminus on the Heights is 3 1/2 miles. The view from the point on the Heights reached by this line commands a stretch of scenery which calls for the enthusiasm of all visitors to Portland who take the cars over this route, and the trip to Willamette Heights is one of the most interesting rides on any street-car line in the city.

The Fulton Park line, mentioned before, is also operated by the Portland Consolidated Railway Company. This line extends from the intersection of Second and Gilsan streets south to Grant, thence down Grant to Front, out Front, finally terminating at Third avenue and Corbett street. At this latter point direct connection is made with the Fulton Park extension of the same company, which runs to Riverside cemetery, one of the most attractive burial grounds in the United States. This is a most popular route for the heavy summer travel from the city to outside suburban points, and the ride along the river bank of the Willamette river over this line commands a view of the river below and of the Cascade range which is enchanting in its many changing scenes.

PORTLAND-VANCOUVER LINE.

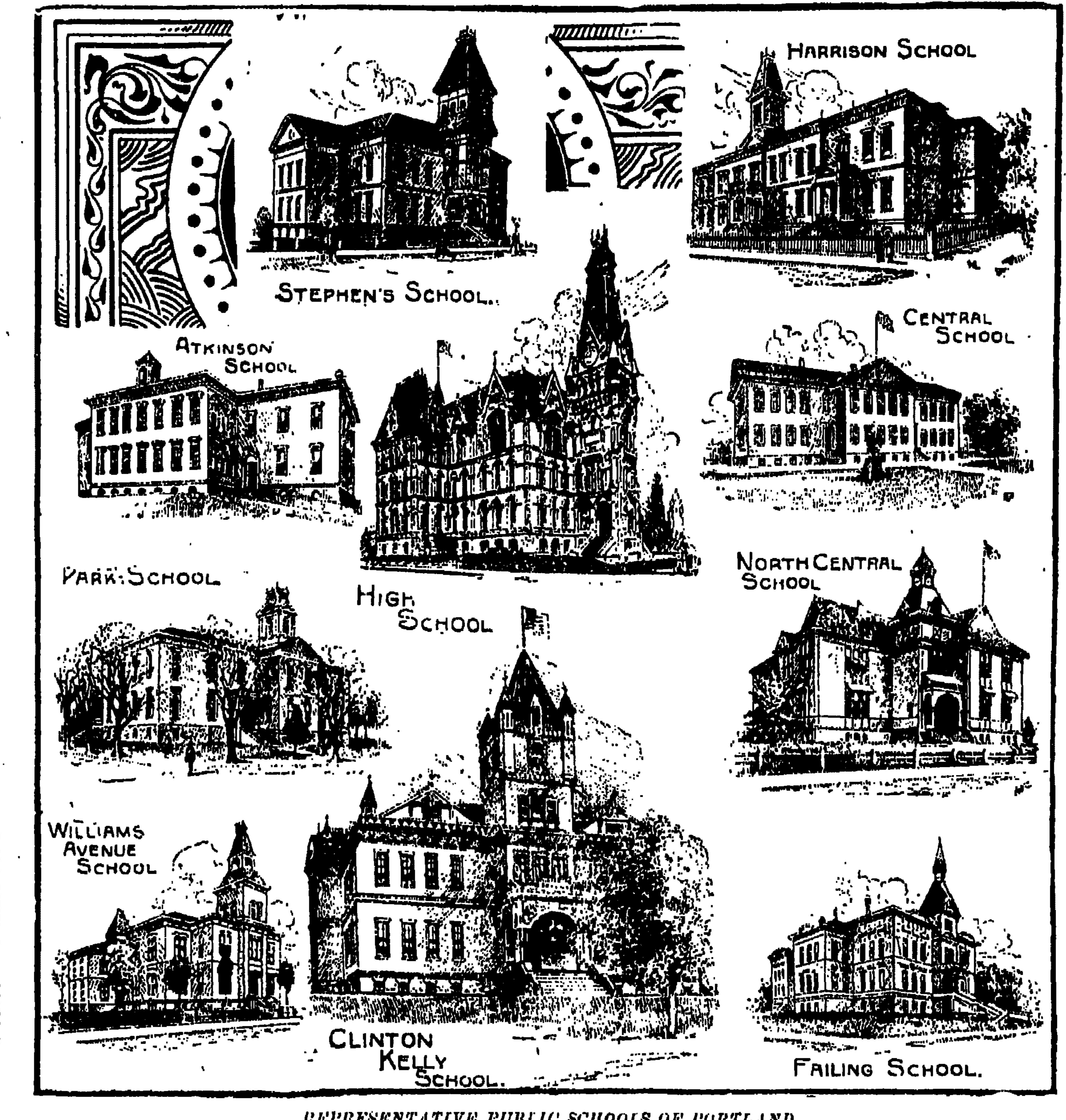
The Popular Route to the Columbia River and Vancouver.

NOTHER very important line operated by the Portland Consolidated Railway Company is the road extending from Second and Burnside streets across the new Burnside bridge to a point on the Columbia river immediately opposite Vancouver. This road was originally built and operated by the Oregon Land & Improvement Company as a steam motor line. It was completed in 1888. Its original cost was \$125,000. It continued to be operated as a steam motor line until June, 1895, when it was electrified. It passed under the control of the Portland Consolidated Railway Company at the time of the formation of this latter company. The entire length of the road is seven miles, and it is one of the best-patronized lines in the city. For a number of years after this line was built, its traffic gained an entrance into Portland over the Stark-street ferry. In July last, however, the tracks were completed across the new Burnside bridge, and since that time it has been running its cars into the business center of Portland direct. Connection is made at the Columbia river terminus of this road with the fast steam ferry operated by the same company, which makes frequent trips across the river to and from Vancouver. At the Vancouver landing of the ferry, close connection is made with the Port Van-

couver and Vancouver Heights lines of railway. Both of these lines are under the control of the same company that operates the Portland-Vancouver and other lines of street-cars out of Portland. The Portland-Vancouver line has been the most important factor in the rapid settlement of all the outlying districts of Portland situated along the peninsula dividing the city from the Columbia river. This peninsula is high, slightly and well situated for suburban homes, and it affords today sites for some of the most thickly built-up suburbs of the big city. The principal suburbs on the peninsula reached by the electric line are Upper Albina, Highland, Cloverdale, Piedmont and Woodlawn. At Cloverdale a branch line extends eastward from the main line through Highland to Irvington Park. The company on the west side of the river is operated by electricity. The West Side lines of the City & Suburban Railway Company include that on Third street commencing at Twenty-fourth and Savier and running the entire length of the street to First and Whitaker. From Front street a branch extends westward on Morrison to Nineteenth, thence northward to Nineteenth and Gilsan. The line on Gilsan runs westward to Twenty-second and Gilsan. Another branch extends from Eleventh and Morrison via Eleventh street and Montgomery to Seventeenth and Montgomery. All the cars of the company covering the East Side districts by way of the Morrison-street bridge gain an entrance to the city through Morrison street. These cars run to the intersection of Morrison and Third, from which point they run south one block to Yamhill. On Yamhill, between Second and Third, the company has placed a switch, and it is from this point that all cars running over the Morrison-street bridge take their departure. Running down Yamhill, these cars reach the bridge by way of Front street. The cars crossing the steel bridge run up Third street to Yamhill, from which point they run to the switch between Third and Fourth, which is the West Side terminus of the lines operated by the company to the northern districts of the East Side suburbs. The total mileage of the company's tracks on the west side of the river is 3 1/2, and on these lines the company operates 17 cars. When the City & Suburban gained control of the important lines on the east and west sides of the river at Portland, it immediately commenced to make every preparation to electrify the entire system under its control. The management examined the best methods of electric traction in use by the best-equipped electric lines of the East, and after a most thorough research into the best plants the company selected what was known as the Thomson-Houston Company's system. Single-reduction, water-proof motors of the Thomson-Houston pattern were selected, and the necessary cars for operating the line were purchased from the Pullman Company. The entire work of electrifying the East and West Side lines of this company was completed in May, 1892, and since that time the company has operated in this city one of the most complete systems of electric street-cars on the coast. The dispatching service in use on all the lines operated by the City & Suburban Railway Company is as ingenious as it is effective. Telephone boxes are placed at the termini of all the numerous lines of the system, and these callboxes are connected with a central switchboard at the head office. By the use of this system of telephones, the management is kept fully informed of everything connected with the operation of the entire road, and by this means any interruption of traffic is remedied with the least possible delay.

EAST SIDE RAILWAY COMPANY.

The Oregon City Line and the Route to Mount Tabor and Mount Scott. The East Side Railway Company was incorporated in July, 1892, with a capital stock of \$250,000. This company is the immediate successor of the Mount Tabor Street Railway Company, which built a line out Hawthorne avenue in 1880 to Mount Tabor, a distance of three miles, and from the eastern terminus of the road a steam motor line was constructed by a syndicate of property-owners, known as the Portland, Chicago & Mount Scott Railroad Company, to Mount Scott, seven miles distant from Portland. When this extension was completed it was turned over to the East Side Railway Company, by which it has since been operated. The most important line operated by the East Side Railway Company is that extending from Second and Madison streets, Portland, across the Madison-street bridge south to Sellwood, Milwaukie, Gladstone and Oregon City. Of the 23 miles of road operated by this company on the east side of the river, 15 miles cover the trackage of the line to Oregon City. The Oregon City line was completed and put into operation March 1, 1893. The equipment of the company consists of 19 electric-motor cars, four trailers, and in addition to this the company has three steam motors. The total cost of the system operated by the East Side Railway Company was \$255,000. The principal owners of the company's stock are Messrs. James and George A. Steel. The Oregon City line operated by this company, as before stated, is 15 miles in length. The terminus of the road in Oregon City is but a short distance from the beautiful falls of the Willamette river at this point. From Oregon City the company, in addition to operating its line to Portland, runs cars to Gladstone, about two miles north of Oregon City. At Gladstone station, a branch one-half mile in length leaves the main line and runs through the suburb of Gladstone to Gladstone Park. Trips are made between Portland and Oregon City over this line at regular intervals of 40 minutes during the day, and it is a most popular route for tourists who come to Portland with a view of seeing all the points of interest in the city and the immediate vicinity. The East Side Railway Company also operates the line extending across the Madison-street bridge to Sunnyside and Mount Tabor. The reservoirs of the city



REPRESENTATIVE PUBLIC SCHOOLS OF PORTLAND.

TO WEST PORTLAND. A Suburban Road Running Out to the Western Districts.

THE City & West Portland Park Motor Company was incorporated in April, 1890, with a capital stock of \$100,000. The officers of the company are: E. T. Johnson, president; T. A. Wood, general manager; and E. H. Wood, secretary. The road is seven miles in length, and it runs from the head of Hamilton street to West Portland Park, a suburb southwest of the city. It was completed in 1891, and its total cost, including equipment, was \$165,000. The equipment consists of two steam motors, three coaches and eleven freight cars. This line has been of especial value in the development of the districts immediately south and west of the city. It passes through the attractive suburbs of Bertha, Millside and South Portland Park. The terminus of the line, West Portland Park, occupies a slightly location on the heights immediately back of Oswego, the seat of the principal iron mines and reduction works of the state, and the Park is today the seat of many of the most attractive homes in Portland's outlying districts. A good schoolhouse has been built at West Portland Park, and the people there have all the comforts enjoyed by any of the suburban residents of Portland. The residents along this line have taken an interest in electrifying the road, and it is probable that electric cars will be running over the line from Portland to Leavertown during the present summer.

THE CITY & SUBURBAN LINES. One of the Most Complete Systems on the Coast.

THE most extensive and best-patronized lines of street and suburban railway in Portland are owned and operated by the City & Suburban Railway Company. Electricity is the motive power on all of these lines with the exception of the extensions to Mount Tabor and St. Johns, over which cars are hauled by steam motors. This company was incorporated in 1891 with a capital stock of \$1,000,000. The officers and principal owners are: Henry Failing, president; T. Woodward, vice-president; C. F. Swigert, secretary; and

water works on the east side of the river are located at Mount Tabor at an elevation of 400 feet and over. These reservoirs are reached easily from the Mount Tabor station of the Hawthorne-avenue line. The summit of Mount Tabor is surrounded by a stately remnant of the once great forest which covered its slopes, while along the sides of this eminence are many beautiful homes set amidst orchards and gardens. At Mount Tabor the electric line of the East Side railway system connects with the Mount Scott steam motor. This extends four miles to reach the Mount Tabor station. An extension of but seven miles would carry the Mount Scott line to Gresham. This extension would pass through one of the best-settled parts of Multnomah county, and the traffic which would flow to the line would pay more than ample returns on the cost of constructing the line. Another extension from Mount Scott eight or ten miles in length would furnish an outlet for the rich community of Damascus and the intervening country. There is considerable agitation at the present time for these extensions of the Mount Scott line, and the fact that these new roads would be favored with a heavy traffic from the fact that cars were operated in the fertile argument for their early construction.

THE CABLE ROAD. The Great Hill Climber—The Heights Back of the City.

THE Portland Traction Company, the successors of the Portland Cable Railway Company, operates seven miles of cable road in Portland. The principal line of this company extends from the union depot in the northern end of the city, to the foot of Fifth street to Portland Heights, a distance of 3 1/2 miles. At the intersection of Fourteenth and Jefferson streets a branch runs out to the City Park and the baseball grounds. The construction of the city reservoirs on the west side of the river has interfered with the operation of the City Park branch of the cable line for some time past, but on the completion of the reservoirs it is the intention of the management to resume the operation of this branch. A short branch also runs from the main line at the intersection of Fifth and Albin streets down to Front, but as there is little traffic over this branch, but a few blocks in length, cars are not running over it at the present time. The cars over the cable road of Portland first commenced to make regular trips in February, 1890. The original cost of the line, including power plant, rolling plant, etc., was \$750,000. The company, in the depression of 1892 became heavily involved, and for a period of two years it was operated under the direction of a receiver. Early in 1894, however, a new company was incorporated with a capital stock of \$750,000 for the purpose of purchasing and operating the road. The president of the company is Isaac Hecht, while the secretary is Frank L. Brown, both prominent residents of San Francisco. It was through the personal efforts of Mr. Brown that the plan of reorganization of the company's affairs was effected. The pres-