## RAPID TRANSIT LINES

Portland's Fine System of Electric summer travel from the city to outside covers a total length of 53 miles. The and Cable Cars.

## COVER ALL PARTS OF THE CITY AND SUBURBS

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



ORTLAND'S location is favorable for the maintenunce of a complete system of rapid-transit lines, covering notonly 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

All parts of Portland are favored with street-railway connection. No one part of any other part in this particular, and finely equipped electric and cable railway lines now lead out from the central business district to all the outlying suburbs. But few cities of Portland's population in the United States have as complete a system of street railways as is in practical operation here. In the construction of these lines Portland was able to avail itself of the latest improvements in electrical engineering, and the result is a modern system of electric cars that is even ahead of the requirement of the city for rapid transit. Older cities than Portland, with their established lines of street railway operated by horse power, did not feel compelled to incur the heavy outlay of money incident to substituting the more modern electric car for the slower horse-car, as the latter had answered their every requirement for a quarter of a century or more. Portland, on the other hand, having no important horsecar lines in operation here at the time the present system of electric railways was constructed, realized the necessity of building lines that would answer the requirements of the city for many years in the future, and this resulted in the completion of one of the finest systems of inter-municipal and suburban systems of rapid transit in the United States.

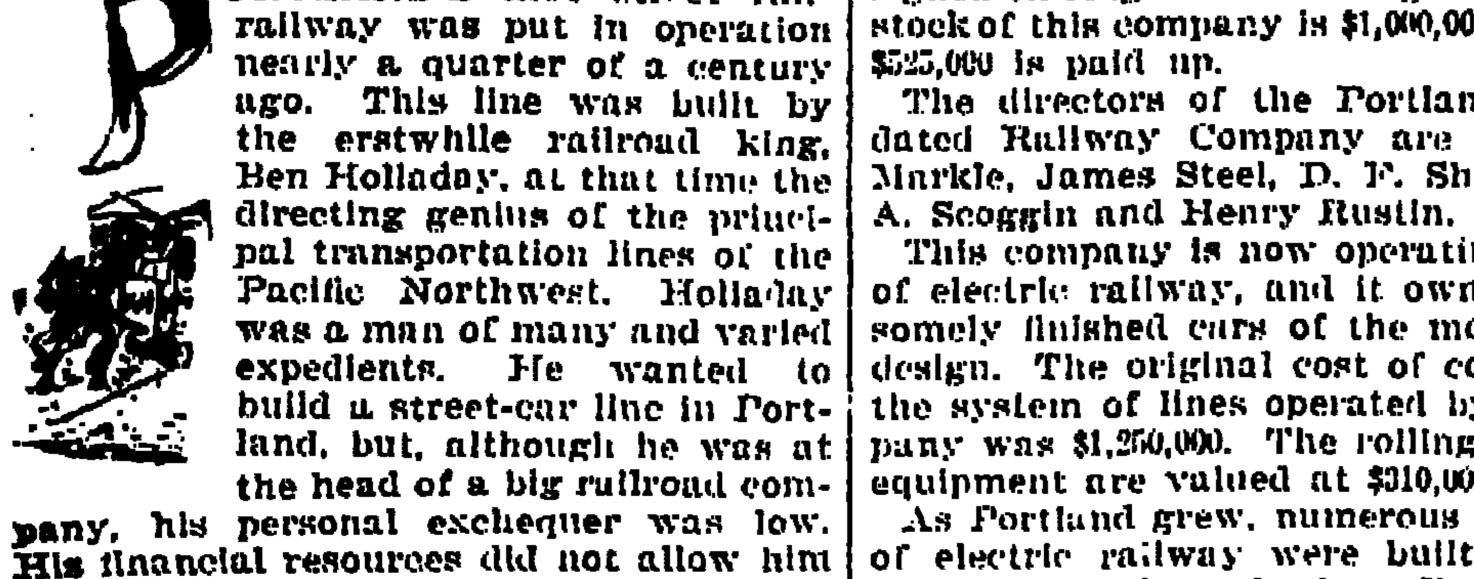
It was the construction of the suburban railways that led to the rapid settlement of all the East Side districts for three miles or more back from the river. Mount Tabor, three miles east of the line of the river, is as easily reached by any of the three lines of railway centering in that | vicinity as points a few blocks distant from the river were a few years since. ] The entire peninsula separating Portland | idence district on the slight elevations in from the Columbia river is dotted with the western parts of the city. The first pleasant suburban homes as the direct franchise was secured in May, 1882, by result of the construction of the steam [Mr. D. E. Budd, at that time secretary motor line connecting this city and Van- | and manager of the First-street line. A couver, a line afterward electrified and | month or two later Mr. Budd sold the over which now run modern electric cars, | franchise to the Multroman Street Rail-Fulton Park, 3½ miles south of Portland, way Company, which on October 1, 1882, and all that stretch of country lying be- | commenced the active work of constructtween this city and Milwankee, six miles | ing the line. The road was completed in distant, afford attractive sites for sub- | December, 1883. It extended from First urban homes, which are within a few min- | street out to the head of Washington. utes' ride of the business center of Port- | Branch lines from the main road on | land. The electric car has been the direct | Washington extended down Sixteenth | promoter of the extension of Portland's street to Thurman, and south on Thirboundary lines, and it has been the me- | teenth to Montgomery. This line was dium through which the people of the sub- | successfully operated with horses as the urbs have been placed in close touch with | motive power until 1890, when it was eleccity life as it exists in the brilliantly trifled. The service was then increased, lighted streets of the metropolis after and the road was equipped with the latnightfall.

A ride on the numerous lines of electric | On August 1, 1892, the Multnoman Street point.

men. All the principal lines are operated | pany. by electricity. The only notable exceptions to this are the important cable line. | pany is the direct successor of four imwhich operates from the union depot to portant lines of street railway companies, the summit of the heights back of the whose rights it has absorbed. These were city, and the Mount Tabor, Mount Scott, | the Multuoman Street Rallway Company, St. Johns and West Portland steam motor lines, which connect with prosperous suburbs east and west of the city.

THE FIRST-STREET RAILWAY.

Cars First Ran Over This Line Enriy in 1872.



pany, his personal exchequer was low. bottom part of the heavier rail which he lated. had once used on his standard-gauge

here are able to avail themselves of.

over this improvised track. The Holla- line commands a stretch of scenery which day line is still being operated on First | calls for the enthusiasm of all visitors to street, but, like its founder, it has fol- | Portland who take the cars over this lowed the vicissitudes of a precarious ex- | route, and the trip to Willamette Heights istence, and is today the one feature of | is one of the most interesting rides on any the city of which the average resident of | street-car line in the city. Portland lights a little shy when speak-

Caruthers. 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 fireside as startling develop- and since that time it has been running line and its extensions were built in 1883 this line at ments in the city's growth in the matter of street railways and other modern im- | land direct. provements. Under the management of D. E. Budd, the four cars made 25 trips dally, from 6 A. M. to 11:20 P. M., and it was found that an average of three passengers per car-each trip was sufficient to the river to and from Vancouver. At the pany immediate steps were taken to clea- operates the line extending across the pay all the operating expenses. At the 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 dispidated road with the oldstyle cars, but just enough cars are run to hold the franchise, which will expire September 13, 1896, 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

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

operating department of the line. The

road has been in the hands of a receiver

since last July, and it is under the In-

structions of the court that barely a suf-

Mcient number of trips are made each

day over the line to hold the franchise.

N 1883 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, out Washington to the bon-ton resest improved electric cars.

or cable cars here is a great educator to Railway Company transferred its interthe visitor to Portland. He is surprised | ests to the Portland Consolidated Railway at the amount of territory the municipal | Company. There has been considera-Ilmits include, and he shows an equal | ble litigation between the latter company surprise at the many fine homes which and Mr. Budd, who first secured the frandot the suburbs for a number of miles in | chise for the road. Mr. Budd claimed either direction from the business center. I that the old company had paid him a The types of all the better classes of sum of money each year the road was an important commercial center at this | Consolidated Railway Company, for use | of the franchise under which its line is There are today in successful operation | being operated. The latter company, how- | in Portland and the adjacent suburbs 126 | ever, claims that the franchise was sold miles of finely equipped street and sub- to the Mulinomah Street Railway Comcomplete system has been about \$4,215,000. pending, with but little possibility of an Seven companies operate these lines, and early settlement of points at issue bethey give steady employment to about 700 | tween Mr. Budd and the street-car com-

The Portland Consolidated Rallway Comthe Columbia Land & Improvement Company, the Metropolitan Railway Company and the Portland & Vancouver Rallway Company. The Portland Consolidated Railway Company was incorporated in Muy, 1892. The articles of consolidation of the numerous lines previously operated by the four companies named above were ORTLAND'S first street rail- signed on August 1 following. The capital railway was put in operation | stock of this company is \$1,000,000, of which

The directors of the Portland Consolithe erstwhile railroad king, dated Rallway Company are George R. Ben Holladay, at that time the | Markle, James Steel, D. F. Sherman, W.

pal transportation lines of the | This company is now operating 52 miles Pacific Northwest. Holladay of electric railway, and it owns 89 handwas a man of many and varied | somely finished cars of the most modern expedients. He wanted to | design. The original cost of constructing build a street-car line in Port- | the system of lines operated by the comland, but, although he was at | pany was \$1,250,000. The rolling stock and the head of a big rullroad com- | equipment are valued at \$310,000.

As Portland grew, numerous other lines His financial resources did not allow him for electric railway were built out from to avail himself of the use of modern | Portland to the suburban districts. One rails, but he had a lot of condemned rail- | of the most important of these roads was road iron on the east bank of the river, the line extending from Second and G which he had purchased some years be- street south through the city and up fore, with the stockholder's money, for julong the river bank to Fulton Park and use on the Oregon & California railroad | Liverview cemetery. The total length of line, then being constructed south from I this line is seven miles. It was originally Portland through the Willamette valley. | built by George and James Steel and their Holladas reasoned well, and his reasoning | associates, and it was run under the name was always to the point. He could not of the Metropolitan Railway Company see the distinction between a flat surface | until this company was merged into the of a modern rail for his proposed street Consolidated Street Railway Company, railway and the surface presented by the | under whose management it is now oper-

The Portland Consolidated Railway track. He promptly shipped his con- | Company L: today operating, in addition | demned rails across the river, and before I to its main line on Washington street, an the city had a realization of his inten-jextension out Twenty-third street from tions he had these rails laid along First | a connection with the Washington-street street, bottom upward, for a mile or more, | line at the City Park. The Twenty-thirdand he was soon ready for his usual an- | street line runs north on Twenty-third to nouncement of the successful completion | Thurman, from which point it commences | of one of his important undertakings, | the ascent of what is known as the Wil-These rails were partially sunk in the lamette Heights. The total length of this pavement of the street, and for many line from First street to the terminus on years the bob-tail cars of the First- | the Heights is 315 miles. The view from street line dragged their weary course | the point on the Heights reached by this

The Fulton Park line, mentioned before, I ing of the modern conveniences the people is also operated by the Portland Consolidated Railway Company. This line ex- | with a capital stock of \$1,000,000. The offi- | The franchise of the First-street line | tends from the intersection of Second and | cers and principal owners are: Henry was granted September 12, 1871. This line | Glisan streets south to Grant, thence down | Failing, president; T. Woodward, vice-

At this latter point direct connection is manager. On the City & Suburban sysmade with the Fulton Park extension of tem 265 men are constantly employed. the same company, which runs to River- | The company operates 54 electric curs. view cemetery, one of the most attractive and in addition 12 passenger concluss burial grounds in the United States. This | which are hauled by steam motors. The is a most popular route for the heavy [ trackage of the City & Suburban system suburban points, and the ride along the original cost of the entire line was \$1.200,river bank of the Willamette river over 1000. Included in this gystem are 13 differthis line commands a view of the river | ent lines of road, 11 of which start from below and of the Cascade range which is the intersection of Third and Yambill enchanting in its many changing scenes, streets. The Upper and Lower Albina,

PORTLAND-VANCOUVER LINE. The Popular Route to the Columbia

River and Vancouver. NOTHER very important line operated by the Portland Con- [ solidated Railway Company is [

was originally built and operated by the extended from the end of the western Oregon Land & Improvement Company approach to the steel bridge to Albina. las a steam motor line. It was completed | Pive electric cars were put on this line in in 1888. Its original cost was \$125,000. It | November, 1389. Two years later the encontinued to be operated as a steam motor | tire East Side system which had been line until June, 1893, when it was electri- | operated by these two companies as streetfied. It passed under the control of the | car lines were electrified. The changes Portland Consolidated Railway Company | from horse to electric cars were made unat the time of the formation of this latter | der the City & Suburban Rullway Comcompany. The entire length of the road | puny's management. is seven miles, and it is one of the best-| patronized lines in the city.

| completed across the new Burnside bridge, | Third-street system.

Irvington and Holladay's addition lines cross the river over the steel bridge, while the lines running to Holladay's addition via Grand avenue, Mount Tabor, Mount Tabor Villa via East Ankeny street, Woodstock and Waverly and Richmond

| run over the Morrison-street bridge. The City & Suburban Railway Company the road extending from Sec- is the immediate successor of the Wilond and Burnside streets lamette Bridge Rallway Company at across the new Burnside | the Trunscontinental Street Railway Combridge to a point on the Co-pany. The first electric line in Oregon lumbla river immediately op- | was put in operation by the Willamette posite Vancouver. This road | Bridge Rallway Company in 1889. This

The lines operated by the City & Sub- | urban Railway Company not only include | two miles north of Oregon City. At Glad-For a number of years after this line | those covering the East Side districts and | stone station, a branch one-half mile . " was built, its trailie gained an entrance referred to above, but the company also length leaves the main line and runs into Portland over the Stark-street ferry. | operates on the west side of the river the | through the suburb of Gladstone to Glad-In July last, however, the tracks were lines comprising what is known as the slone Park. Trips are made between The Third-street | Fortland its cars into the business center of Port-|-by the Transcontinental Street Italiway | 40 Company, under a franchise received from | it is a most popular route for tourists Connection is made at the Columbia | the city December 22, 1882. The motive | who come to Portland with a view of secriver terminus of this road with the fast | power on this system was originally horse | ing all the points of interest in the city | steam ferry operated by the same com- | power, but on the purchase of the system | and the immediate vicinity. pany, which makes frequent trips across by the City & Suburban Railway Com-Vancouver landing of the ferry, close trify all the lines included within this Madison-street bridge to Sunnyside and

nating at Third avenue and Corbett street. treasurer; and H. C. Campbell, general line out Hawthorne avenue in 1890 to | Mount Tabor, a distance of three miles, and from minus 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 Bast Side Rallway Company, by which it hus since been operated.

The most important line operated by the Bust Side Railway Company is that extending from Second and Madison streets. Portland, across the Madison-street bridge south to Sellwood, Milwankle, 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 \$525,000. The principal owners of the company's stock are Messrs. James and George A. Steel.

The Oregon City une operated by this company, as before stated, is 15 miles in length. The terminus of the read 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 Oregon minutes during the

The East Side Rallway Company also



REPRESENTATIVE PUBLIC SCHOOLS OF PORTLAND.

are strictly modern in point of architect- | rights of his franchise, but that since the | railway. Both of these lines are under | operated by electricity. through Highland to Irvington Park.

TO WEST PORTLAND.

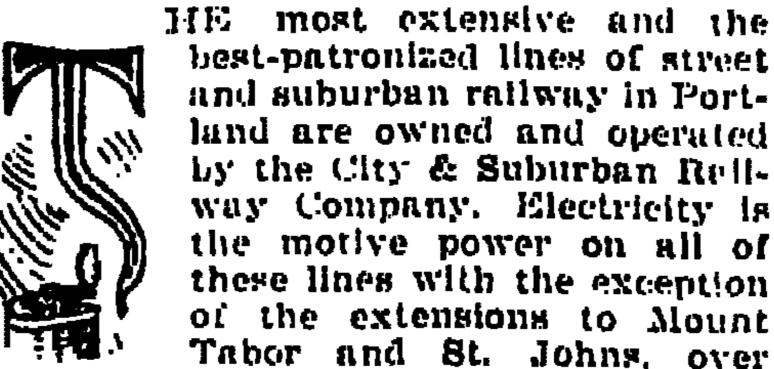
A Suburban Road Running Out to the Western Districts.

HE City & West Portland Park Motor Company was incorporated in April, 1889, with a cupital stock of \$100,000. The officers of the company are: F. T. Johnson, president; T. A. Wood, general manager; and E. H. Wood, secretary.

The road is seven miles it length, and it runs from the head of Hamillon 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 conches 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, Milisdale and South Portland Park. The terminus of the line. West Portiand Park, occupies a sightly location on the heights immediately back of Oswego, the seut 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 Forliand'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 Beaverton during the present

THE CITY & SCHURBAN LINES. One of the Most Complete Systems on the Coust.



and suburban railway in Portland are owned and operated which cars are hauled by steam mojors.

by the City & Suburban Rellway Company. Electricity is the motive power on all of these lines with the exception of the extensions to Mount Tabor and St. Johns, over This company was incorporated in 1891

reached by the electric line are Upper | pany covering the East Side districts by line extends eastward from the main line | street. These cars fun to the intersection of Morrison and Third, from which point | they run south one block to Yambill. On Yumbill, between Second and Third, the departure. Running down Yambill, these cars reach the bridge by way of Front street. The cars crossing the steel bridge run up Third street to Yambill, from which point they run to the switch between Third and Fourth, which is the West Side terminus of the lines optrated 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 1412, and on these lines

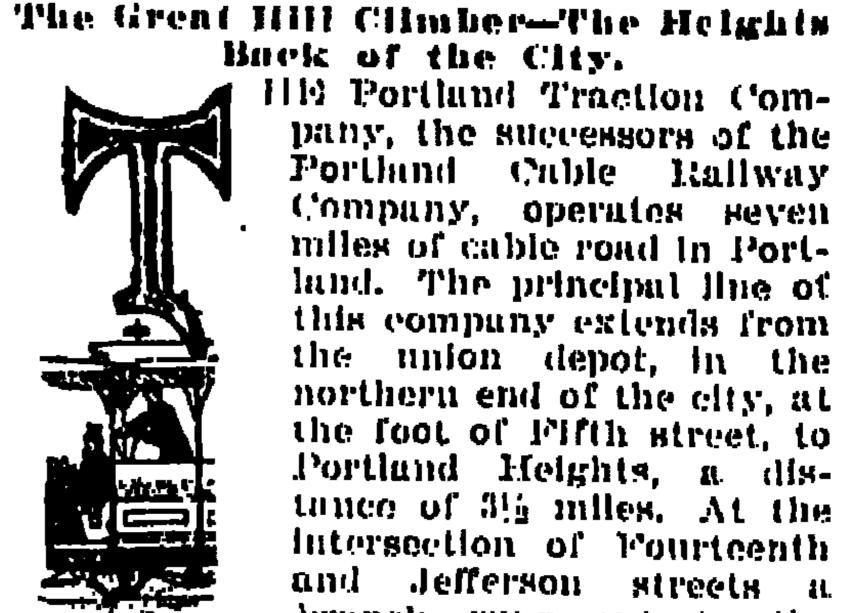
the company operates 17 cars. When the City & Suburban gained control of the important lines on the east and west sides of the river at Portland, it immediately commenced to make every preparation to electrify the entire system under its control. The management examined the best methods of electric traction in use by the hest-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-Rouston 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 compiete systems of electric atreet-cars on the const.

The dispatching service in use on all the lines operated by the City & Suburban Railway Company is us ingenious as it is effective. Telephone boxes are placed at the termini of all the numerous lines of the system, and these callboyes are connected with a central switchboard at the head office. By the use of this system of tolephones, 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.

buildings erected in Portland's suburbs operated under its management for the couver and Vancouver Heights lines of company on the west side of the river is | water works on the east side of the river are located at Mount Tabor at an elevaure, and they are often a revelation to Multnomah Street Railway Company that | The West Side lines of the City & Sub- | ton of 400 feet and over. These reservoirs Yisitors from abroad as indicating the disposed of its interests he had received operates the Portland-Vancouver and urban Rallway Company include that on one reached easily from the Mount Taber tastes of the people who have builded such | nothing from its successor, the Portland | Other lines of street-cars out of Portland | Third street commencing at Twenty-fourth | station of the Hawthorne-avenue line. The Portland-Vancouver line has been and Savier and running the entire length | The summit of Mount Tabor is surmountthe most important factor in the rapid of the street to First and Whitaker. From | cd by a stately remnant of the once great settlement of all the outlying districts of | Front street a branch extends westward | forest which covered its slopes, while Portland situated along the peninsula di- on Morrison to Nineteenth, thence north- along the sides of this eminence are many viding the city from the Columbia river. | ward to Nineteenth and Glisan. The line | beautiful homes set amidst orchards and nirban lines of railway. The cost of this pany by Mr. Budd. This case is still This peninsula is high, sightly and well on Glisan runs westward to Twenty-sec- | gardens. At Mount Tabor the electric line situated for suburban homes, and it af- ond and Clisan. Another branch extends of the East Side rallway system connects fords today sites for some of the most | from Eleventh and Morrison via Eleventh | with the Mount Scott steam motor. This thickly built-up suburbs of the big city. | street and Montgomery to Seventeenth | extends four nilles beyond the Mount Ta-The principal suburbs on the peninsula | and Montgomery. All the cars of the com- { bor station. An extension of but, seven | miles would carry the Mount Scott line to Albina, Highland, Cloverdale, Piedmont | way of the Morrison-street bridge gain | Gresham, This extension would pass and Woodlawn. At Cloverdale a branch | an entrance to the city through Morrison | 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 company has placed a switch, and it is from Mount Scott eight or ten miles in from this point that all cars ruining length would turned an once in the interrening 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 fuvered with a heavy traffic from the first day that cars were operated is a forcible | argument for their early construction.

THE CABLE ROAD.



His Portland Traction Company, the successors of the Fortland Cable Rallway 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, at the foot of Fifth street, to Portland Heights, a distouce of 3½ miles. At the intersection of Fourteenth and Jefferson streets a branch runs out to the

My Park and the baseball grounds. The construction of the city reservoirs on the west side of the river has interfered with the operation of I 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 Alder streets down to Front, but as there is little trame over this branch, but a few blocks in length, cars: are not running over it at the present

The cars over the cable road of Portland: first commenced to make regular trips in Pebruary, 1890. The original cost of the line, including power plant, rolling plant, etc., was \$750,000. The company, in the depression of 1894 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 \$100,000, for the purpose of purchasing and operating the road. The president of the company is Isauc Hecht, while the nec-The East Side Railway Company was | relary is Frank L. Brown, both prominent incorporated in July, 1892, with a capital [residents of San Francisco. It was stock of \$250.000. This company is the through the personul efforts of Mr. Brown immediate successor of the Mount Tabor | that the plan of reorganization of the extended along First street from F to Grant to Front, out Front, finally termi- president; C. F. Swigert, secretary and Street Railway Company, which built a company's affairs was effected. The president