

AUGUST 21, 1909.

RISE OF HARRIMAN AND HIS FIGHT WITH HILL.

People will be interested in the story that George H. Cushing tells in the September American Magazine. His article is entitled "Hill Against Harriman," and is the history of the ten-year struggle for the railroad supremacy of the West. The following is an account of the successive steps Harriman has made in becoming the "master of more railroads than any other living man."

"In fear of impending defeat, no doubt, Harriman turned to the south, toward Huntington, who was getting old. When Huntington died, the Southern Pacific would fall into the hands of someone. Why not his? Meantime it would be amiss to be sitting complacently upon the doorstep next door, ready to move in; so Harriman bought the Union Pacific and connected with the Huntington line at Ogden.

"Another year or two wore out the slender thread of life to which Mr. Huntington hung, and over the fresh earth of his grave Mr. Harriman marched to the control of the Southern Pacific monopoly.

"The general uneasy feeling of the year which ushered in this century reached the silent, shrewd, careful old watcher on the northern prairies. Mr. Hill had been tempted east of Chicago and had first pitched his tent upon the Baltimore & Ohio, falling back subsequently upon Erie, from which outpost he still watched the progress of the new movement.

Mr. Hill's syndicate, the Northern Sureties Company, managed (not owned) two long thin strands of railway from the headwaters of the Mississippi to the Pacific, and then controlled the oriental trade, together with the westward movement of cotton. Part of its supremacy depended upon the continued friendliness of allies that bridged the gap between St. Paul and Chicago. If either of his friendly connections, the St. Paul, or the Burlington (I omit the two impossibles, the Northwestern and the Great Western) should fall into stranger hands, of what avail the oriental trade?

"Prevention of such a disaster took the form of adding one of those roads—the St. Paul or the Burlington—to the holdings of the Hill syndicate, and after that a central government for the three roads, the Northern Sureties Company.

"But in the meantime Harriman was stirring; at the beginning it was only a skirmish, a felt. Harriman, sure of his ground because he knew that his following, the Standard Oil Syndicate, controlled the St. Paul, led Hill into a prolonged debate with his associates as to whether he should take over the Burlington at \$200 or the St. Paul at \$212 per share. What remnant of his boyhood ingenuity ever convinced Hill that the St. Paul was really for sale, to him, no one can tell. While he was fluctuating between the two properties, Harriman executed a flank movement and appeared in Hill's rear, gaining a position perilously near to the control of the Northern Pacific.

"Hill's outposts on the Erie were called in (he hypothecated his stock and never reclaimed it) and all his fighting force was marshaled around the Twin Cities. To lose Northern Pacific meant an enemy encamped under one's tent flaps. The opposing forces forgot other issues and went to Wall street to fight it out. What happened—the unmasking of Harriman's fighting force by the disclosure of the Standard Oil Syndicate at his back, the fusion of all the opposing corteries around Hill, a "corner," and Northern Pacific stock at \$1000 a share, panic in the money centers, and then a compromise—is all too well known to need more complete detailing.

"When the compromise was reached in New York, Harriman limped back home, the Standard Oil Syndicate let it be known they could not sell the St. Paul to Mr. Hill's combination and the latter took peaceable possession of the alternative, the Burlington. There was Harriman's blunder and he saw it long ago. If, instead of trying to capture Northern Pacific, which was almost impossible to acquire, he had taken the Burlington, which was for sale, he could have done the one thing that Hill feared most; he could have shut him out of Chicago and broken the chain that bound the long transportation system together. That was one blot upon the Harriman escutcheon; a delay of nearly seven years in buying the Illinois Central was another.

"When the battle was over—the Hill-Morgan forces triumphant in the

northwest and Harriman retiring, defeated, to the throne of his southwestern monopoly—it was found that the vanquished had suffered more than mere rout. Hill remained master of the two northern roads, had made permanent his Chicago outlet and connection with the Illinois Central, and actually had invaded Harriman's own field."

OREGON STATE FAIR.

The next Oregon State Fair will be the 48th annual one in the history of the organization, and it will be conducted at Salem during the week of September 13-18, under the direction of the Oregon State Board of Agriculture, the secretary of which is F. A. Welch, and the president, W. F. Matlock. Several improvements are being made in the plan of the fair grounds, among which might be mentioned the construction of a massive concrete main entrance, flanked on either side by a commodious reinforced concrete administration building, in which will be located the offices of the board and which will be a very busy place during the week that the fair is in operation. This structure is located a few rods to the left of the former main or "railroad" gate and with its spacious vestibule and electric turnstiles will afford easier access to the grounds for the great crowds of people who attend the fair during the entire week.

A most desirable change has been made in the locations of the principal restaurants and the poultry pavilion, all of which will be appreciated by the visitors in attendance at the fairs of the future to be held on this ground.

The altering of the grounds in this respect affords larger lawns and more spacious walks up to and in front of the main exhibition buildings and the livestock barns on the fair grounds.

A livestock judging arena, 106 feet wide by 212 feet in length, has been made in close proximity to the stock barns, so that during the time that the several judges are passing upon the classes of stock entered for the premiums those spectators interested in the work can witness it without being held back by a few people in front who are always present to obstruct a general view of such things.

The secretary reports that there are many entries of agricultural products, and livestock in their several classes will be more plentiful than ever.

The machinery pavilion has been enlarged so that there is fully 17,500 square feet of floor space for displaying farm implements, machinery, carriages, wagons and other vehicles, etc.

The poultry pavilion is enlarged to the extent of an annex 42x75 feet, and the entire structure is equipped with new coops for the feathered beauties that will be entered for the ribbons and premiums. The superintendent of this department is Prof. James Dryden, of the Oregon Agr-

cultural College. He is putting forth special efforts to make this exhibition of poultry the largest and most attractive in the history of the state fair. A section of the poultry building annex will be used for the Scotch Collie dog department.

The dairy department will be looked after by Paul V. Maris, one of the deputies of the state dairy commissioner. He will have a display of dairy and creamery products the like of which has never been seen on the fair grounds, and there will be a large display of dairy utensils by various dairy supply houses in the Pacific Northwest.

The racing at the fair will be of the best sort, as many horses of extraordinary speed have been entered for the rich purses that will be hung up. The race course is in splendid condition for record-breaking events.

There will be special amusement features during the day and evening hours, all of which are sure to attract many farmers and agriculturists who may desire to take a short vacation at this time of the year.

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MORE RUMORS OF CAR SHOPS IN SPRINGFIELD.

Eugene Guard. That the S. P. Co. is going to build extensive machine shops in Springfield is another of the many rumors going the rounds of that city. However, although few know what the plans of the company are, this is considered quite possible by many railroad men. When the Natron extension is completed Springfield will be the last point before the mountain grade begins, and there will have to be at Springfield the roundhouses for extra helper engines used in the mountains. With the quantities of electric and water power available, and the necessary land that can be purchased reasonably, and several other favorable points, this plan is quite logical.

Other Railroad Notes.

Two district engineers, Morton Russell, of San Francisco, and one named Beldauf, are making up crews to go to their allotted districts, one below and the other above Hazel Dell. These engineers are given certain districts, and stay there throughout the construction of the road. They are under the charge of Engineer H. P. Hoey.

A contractor's outfit, with about 75 men, went up above Hazel Dell yesterday.

The Utah Construction Company's outfit is now overdue, and is looked for at any time. With this outfit between 1000 and 2000 men will go up within the next two weeks. They will be shipped in from the larger cities. They will be paid good wages, probably \$2.50 per day.

A car of furniture came in for the railroad engineers' offices in Springfield. A special engine and train will be brought here in a few days to be used to carry men and supplies between Springfield and Natron.

THE BOND REALTY CO.—Orchards, farms, timber and city property. Some fine bargains. Cass St., Roseburg, Ore. DTF

LODGE DIRECTORY

A. F. & A. M., Laurel Lodge No. 12—Holds regular meetings on 2nd and 4th Wednesdays of each month.
DEXTER RICE, W. M.
N. T. JEWETT, Secretary

A. O. U. W., Roseburg Lodge No. 16—Meets 1st, 3rd and 5th Mondays of each month at 7:30 p. m. in the Foresters' Hall. All members in good standing are invited to attend.
J. W. DOWELL, M. W.
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B. P. O. SLKS, Roseburg Lodge No. 135—Holds regular communications at the Elks Temple on 2nd and 4th Thursdays of each month. All members requested to attend regularly, and all visiting brothers are cordially invited to attend.
W. W. CARDELL, E. R.
GEO. W. STALEY, Secretary.

D. E. G. S. OF HONOR, Mystic Lodge No. 13—Meets 2nd and 4th Thursday evenings of each month in Macabee Hall. Visiting members cordially invited to attend.
MIRIAM CAVENDER, C. of H.
E. H. LENOX, Rec.
I. W. DOWELL, Receiver.

EAGLES, Roseburg, Aerie meets in Odd Fellows Hall on 2nd and 4th Monday evenings of each month, at 8 o'clock. Visiting brethren in good standing always welcome.
F. G. MICELLI, W. P.
F. P. CLARK, W. Sec.

I. O. O. F., Rising Star Lodge No. 174, meets Odd Fellows Temple every Friday evening. Visiting brethren always welcome.
G. WORTHINGTON, N. G.
E. N. EWART, R. S.
M. PICKLE, F. S.

I. O. O. F., Philatrin Lodge No. 8—Meets in Odd Fellows Temple, corner of Jackson and Cass Streets, on Saturdays, evening of each week. Members of the order in good standing are invited to attend.
W. H. ABERNETHY, N. G.
N. T. JEWETT, R. S.

I. O. O. F., Union Encampment No. 9—Meets in Odd Fellows Temple on the 1st and 3rd Thursday evenings of each month. Visiting brethren always welcome.
G. J. LINDSEY, C. P.
F. E. CAVENDER, Scribe.

M. O. D. BROTHERHOOD OF AMERICA—Roseburg Lodge No. 43—Meets every 2nd and 4th Tuesday in Macabee Temple. Visiting members always welcome.
C. F. McMULLEN, President
EMMA McMULLEN, Secretary.

O. E. S., Roseburg Chapter No. 8—Holds their regular meeting on 1st and 3rd Thursdays in each month. Visiting members in good standing are respectfully invited to attend.
MRS. S. K. WILLET, W. M.
FRANK JOHNSON, Secretary.

O. N. G., Co. D Separate Battalion—Meets every Thursday evening at the Army Hall at 8 o'clock.
H. C. BLOOM, Captain.

REBEKAHS, Roseburg Rebekah Lodge No. 41, I. O. O. F.—Meets in Odd Fellows Temple every Tuesday evening. Visiting sisters and brethren invited to attend.
MRS. MARY JONES, N. G.
MRS. ELLA STEWART, Secy.

WOMEN OF WOODCRAFT, Lilac Circle No. 49—Meets on 1st and 3rd Monday evening of each month at Odd Fellows' Hall. Visiting members in good standing are invited to attend.
MRS. HETTIE PICKENS, S. N.
CLARA BOREN, Clerk.

WOMEN OF THE WORLD, Oak Camp No. 125—Meets at the Odd Fellows' Hall in Roseburg, every 1st and 3rd Monday evenings. Visiting neighbors always welcome.
J. E. PICKENS, C. G.
K. N. EWART, Clerk.