

PACIFIC & EASTERN.
(Continued from Page 1.)

Oregon Trunk line. At that time John F. Stevens, now president of the Oregon Trunk, was traveling over Oregon in an automobile under the name of James F. Sampson. He at that time had inspected the Pacific & Eastern and had gone down the Deschutes river, and, although these facts were published in July, it was not until weeks later that the announcement was made by Mr. Stevens that James J. Hill was personally interested in the Oregon Trunk line.

Price of Bonds Jumps.

At the time the bonds of the Pacific & Eastern were practically unsaleable and went begging on the market. Since then John R. Allen of New York has become the ostensible purchaser of the road, \$100,000 in bonds of the road held by the defunct Oregon Trust & Savings company have been surrendered to him in exchange for \$86,500 of certificates of deposit on the bank held by the former receiver of the Medford & Crater Lake road.

The bonds of the Pacific & Eastern, it is now asserted, have been sold in Spokane at a price so far in advance over their market value of a few weeks ago that it is clearly demonstrated that inner financial circles know that there is now ample capital backing the Pacific & Eastern railway.

Extension to Bend.

Extending northeasterly from Medford, the proposed road could take a cross-lots route to Bend, to which point the Oregon Trunk line is now building. When the links were connected the Oregon Trunk would have a line to Crater Lake national park, which, with transportation facilities, will become a mecca for tourists, and would tap a timber belt on which stands 12,000,000,000 feet of as fine timber as grows in timber that is now wholly untouched by railroad lines. It is into this timber belt that the Pacific & Eastern is now extending from the west. One of the feasible routes discovered by the early railroad surveyors skirts the southern base of Mount McLaughlin and drops down into the Klamath Lake country. The other route mentioned leaves Mount McLaughlin to the south and skirts the southern base of the mountain, on which is located Crater Lake, and gains the Bend country by easy grades.

May Tap Mining District.

Southwesterly from Medford, in Siskiyou county, California, on the projected route, lies the Blue Ledge mining district, in which \$300,000 has already been expended for smelters. No practicable railway outlet over the mountain range in California to the Southern Pacific line is obtainable from this mining district. The tonnage of the district, if sent out by rail, must come northward into Oregon. The country between Medford and Crescent City abounds in timber resources.

If it is true that Hill is headed for Crescent City, this would be taken to

mean that the railroad is to be extended on down the coast to San Francisco. Such a road, with feeders, it is pointed out, would draw tonnage from a country almost unbounded in resources and untouched except in few places by railroad lines. All of central Oregon's stock, wheat and irrigated lands, the Southern Oregon sugar and yellow pine district, the Rogue River valley, northern California's timber belt, and one of the most promising of western mining districts would fall tributary to the new railroad.

As on other occasions when the indications in railroad activities pointed toward the empire builder, the representatives of the Hill interests are reticent. When asked concerning the purchase of the Pacific & Eastern, John F. Stevens, president of the Oregon Trunk line, said:

Recommended Porter Bros.

"I met Mr. Allen when he was here and he asked me to recommend a good railroad contracting firm. I mentioned Porter Brothers, and I now notice in the newspapers that they have been awarded the contract for an extension of the road.

"The Pacific & Eastern is not a part of the Oregon Trunk line. I am not saying, however, that it will not be some day."

One of the persons most familiar with southwestern Oregon in the matter of feasible railway routes, is George Eccles of the Portland Pael company, who was one of the original organizers of the railway property recently sold to Mr. Allen.

May Be Some Day.

"If the Oregon Trunk line is to be extended into California it looks to me as if a route from Bend through the Crater Lake country to Medford and on southwest to the coast would be just what the railway company would want," said he.

"I have traveled all over that country and know that such a route is feasible. To one who has never been there a description of its resources would be unbelievable. The Pacific & Eastern as projected will tap the finest belt of timber now standing in the United States. I never saw its equal, and I have been in every state in the Union."

ADVERTISED LETTER LIST.

The following letters remain uncalled for at the Medford, Oregon, postoffice, September 8, 1909:

- J. G. Atwater, Mrs. J. A. Badge, Mrs. T. M. Clark, Mrs. Lydia Cook, Mrs. C. Cory, C. E. Davis, Ernest Delbosco, Clinton Douglas, Mrs. A. M. Fogg, Mrs. Jennie Fry, R. R. Gladis, Mrs. C. M. Hill, William Hillis, Mrs. Vina Howard, R. C. Jackson, Miss Margaret Kent, Joseph Langon, Will Lindley, Frank McFarlen, Frank Mider, George M. Miller, Miss Nellie McLeod, Miss Emma Prens, Mrs. Howard True, "Trader," F. E. Twombly (2), C. H. West, John Carlisle Wood, Mrs. S. Goodman, W. M. Zimmerman.

A charge of one cent will be made upon the delivery of any of the above letters.

A. M. WOODFORD, P. M.

HOTEL ARRIVALS.

At the Nash—E. L. Jones, Seattle; J. W. McGee and wife, Ashland; M. Frieberg, New York; A. P. Whitford, Chicago; C. A. Cole, Corvallis; W. J. Bigham, Stockton; R. E. Colwell, Portland; H. W. Mills, Salt Lake City; G. C. LeMon, New York; C. L. Grace, Buffalo; R. C. Astbury, Gold Hill; L. J. Mook, San Francisco.

At the Moore—J. H. Leggett, Portland; M. Frieberg, New York; Geo. A. McFarland, Valley City; C. D. Vance, Huntsville; E. J. Odell, Amanda; Albert A. Golden, Boston; Will P. Shully, Baltimore; J. C. Cunningham, Vancouver; W. C. Koehen, Portland; Mrs. Theodore Nier, Pittsburg; C. H. Lawson and wife, Denver; A. S. Wilson and wife, Ogland; Chlo Mosden and wife, D. E. Wilcox and wife, Lenora; J. W. Frederick and wife, Modesto; M. W. McCarty, Portland; A. M. Snyder, San Francisco; T. W. Osgood, city; L. A. Murray, Portland; M. Leggett, Eugene; Nina Carter, Gold Hill; May Batchelder, Lakeview; C. Browstein, Salem.

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