

HILL SYSTEM IN OREGON

Branches in Every Direction Seems Plan

WILL BENEFIT THE VALLEY

Central Oregon and California Will be Opened up to Hill Lines

ette, thence to Emmett and on into Boise, meeting the western Hailey branch in the Idaho capital, and giving a connecting link to the south.

The Western Pacific goes into Doyle, Cal., just across the Nevada line, where Hill will connect with the Nevada-California-Oregon line which goes into Lakeview, Oregon, in Lake county, the objective point.

The Pendleton-Huntington line will go into Olds Ferry, the big junction of several Hill lines. From Olds Ferry, the Pendleton line will go along the river to Brogan and thence over the old road which was travelled 30 years ago, following up Willow Creek until it crosses the divide near Ironside, from where it will proceed to Beulah, thence directly west 182 miles to Van, and with variations south of 42 degrees will go into Burns, 128 miles. The line will cross Snake creek at the grade 24 miles below Burns, then cross the north end of Harney lake at Kennedy, thence to Juniper mountains, to Lake Albert, down the Marsh Chewaucan to Lakeview, where it connects with N.-C.-O. This completes the fabric, with the building of the line from Burns to Bend to Mount Washington to Eugene to Coos Bay, which gives the outlet on the coast for the timber traffic.

All of the lines described will be brought out at Doyle, Calif. There is a natural water grade from Doyle to San Francisco along the Feather river. From Doyle, in Lassen county, the line will go through the Spring-garden tunnel, the longest tunnel in the world, to Plumas county, where it will strike the headwaters of the Golden Feather river, follow that stream through Yuba, Sutter, Sacramento, Stockton, Niles, Stanford ranch, into Oakland and to San Francisco by crossing the bay from the Western Pacific pier just north of the Alameda mole.

In this net work, the significance of the Portland, Eugene & Eastern is now apparent. Hill's line will go across Linn county, through the mountains at Mount Washington with a southern base, down the Cascade divide, follow down a branch of Tuilla creek into Bend, thence across southeast by south into Burns along the county road. This completes the central and southern Oregon ring with which eastern Oregon will be connected, and links the Yellowstone park with Southern Oregon.

Another important link in the Hill chain, with which most westerners are now familiar, is the mysterious Gilmore & Pittsburg, which is being built from Armstead, Montana, over the Sawtooth range in Idaho, down the Salmon river to the Snake, connecting with the Hill line down the Snake.

From Eastern Oregon comes a report that he plans a net work of lines involving extensions of the Yellowstone lines from Bozeman, Montana to Idaho Falls to Hailey, Idaho; Hailey to Boise, to Emmett, to Payette, to Olds Ferry; Spokane to Joseph, Idaho, down Snake river to Olds Ferry; Pendleton to Huntington to Olds Ferry; Olds Ferry to Burns; Burns to Bend, Eugene, Coos Bay; Burns to Lakeview, to Doyle, California to San Francisco, Hailey to Rogerson to Wells, Nevada to Winnimucca to Doyle, California.

The Pendleton Live Wire in commenting on the last announcement says:

In the first place, it may be said that the reader must secure a large, detailed map that includes the states of Montana, Idaho, Washington, Oregon, Nevada, and California, in order to comprehensively follow the description of the various routes.

The Northern Pacific at present is built from Spokane to Pendleton, by way of Pasco.

Hill, it is said, intends to go under the Blue Mountains, and not over them. This involves the construction of what will be one of the longest and most costly tunnels in the world. This tunnel will cut off the terrific grade over the mountains between Pendleton and La Grande, thus giving Hill a tremendous advantage over the Harriman system, both in running time and cost of operation, as far as ultimate cost is concerned. The initial expenditure for building the tunnel will, of course be huge, but the resulting advantage is worth it, so the Hill people think.

It is needless as a preface to remind one that Hill threads Montana with his Great Northern. Now, one of the new main lines will be built to drain the Yellowstone country and the Snake river section, as follows: From Bozeman, Mont., south through St. Anthony, Idaho, to Idaho Falls.

At Idaho Falls the line branches off direct west to Hailey. From Hailey one branch goes directly south to Twin Falls and Rogerson, the present terminal of the Oregon Short Line, and thence to Contact, Nev., and on to Wells, Nev., where it connects with the Western Pacific, (the Gould line from Salt Lake to San Francisco.)

From Hailey, the other branch goes directly west to Boise. Now there are three ways out to Spokane, but the Hill way out is obviously as follows: The Hill line has already built to Genesee and Joseph, Idaho from Spokane. It will go down Snake River to Pay-

INDEPENDENCE RACE MEET

Promises to Be Bigger and Better Than Ever

HORSES ARE NOW IN TRAINING

Events for the Meet Have Been Well Arranged

Independence is getting the reputation of being one of the best towns in the state for the raising and training of good horses. Much credit is due W. W. Percival for keeping interest alive in this city in the matter of good horses. Percival always has a few good ones when the season opens. This year he has Carl P and Julius Pincus in training; C. A. McLaughlin has Mike Krebs; Lee Robinson has Ella Robinson; Les Galbreath brought in about two weeks ago Tony Faust, Agare and Eastman; Ben Smith brought in Shorty Skilful; McNamee has Steele and Switzer. These are all in the running class and are now in training at the track for the races.

The running race program, together with the purses and conditions has been made up as follows:

FIRST DAY
One half mile run (10 pounds below scale), Maidens allowed 5 pounds, \$150.
Three quarter run (weight for age), Maidens allowed 5 pounds \$150.

SECOND DAY
Three eights mile run (for two year olds), 10 pounds below scale \$125.
Five eights mile (10 pounds below scale), Maidens allowed 5 pounds, 5 pound penalty of winners of one race of 1913, \$150.

THIRD DAY
Four and a half furlong run (10 pounds below scale) Maidens allowed 5 pounds, 5 pound penalty winners for one race in 1913, of 2 races 7 pounds, \$150.
Seven furlong run (weight for age), Maidens allowed 5 pounds, winner of one race in 1913, 5 pound penalty two races 7 pounds, \$150.

FOURTH DAY
One half mile run (for two year olds), 10 pounds below scale, winner of one race in 1913, 5 pound penalty, \$150.
One and one-sixteenth mile run (Independence derby), 10 pounds below scale, Maidens allowed 5 pounds, winner of one race in 1913 5 pound penalty, two races eight pounds, \$200.

Besides the running races harness races for pacers and trotters have been outlined the events being about as follows:

FIRST DAY
2:25 pace. 2:24 trot.
SECOND DAY
2:13 pace. 2:15 trot.
THIRD DAY
2:20 pace. 2:20 trot.
FOURTH DAY
Free for all pace, free for all trot.

On the second day plans are on for a Polk county trot. A number of harness horses are in training at the track, the names of the horses and owners being as follows:

Logo and Chiquito, by Diablo, owned and being trained by R. C. Staats; Red Wing and Broncho Bill, by Tidal Wave, owned by Jim Collins; Teddie E by Kemo and Homly Joe by The Mighty, owned by Dr. Tidwell. There are a number of local harness horses besides these that will enter the Polk county race.

The "Autowin 500 Club" had the last meeting for this season on Tuesday evening, being entertained by Miss McDevitt at the home of Mr. and Mrs. George Conkey.

Miss Emroy McDevitt visited her parents in Dallas Wednesday. Her sister Opal, well known here will leave in a few days for San

Francisco to study music, having been awarded a scholarship in a large conservatory of music there.

Mrs. A. Sperling and Mrs. C. W. Butler were hostesses to the "Klose Tillicums" at the formers home Thursday evening.

Vance Butler and family who have passed the winter at Orville left Monday for Alaska.

Recent reports from Dole Pomroy state that he is recovering from his serious burns in the Astoria hospital.

Ed Owen who has been suffering with rheumatism some weeks is able to be on the street occasionally.

R. E. Prather scoured the hills south of here for fifteen big oak logs. They are 27 inches in diameter or more and run in length up to 14 feet. They are picked oak and are to be used for press rolls at the Willamette Pulp and Paper Mills. He will deliver them to be shipped by boat from the Independence dock.

F. J. Cobb, F. S. Belcher and Engineer R. T. Donald were in Independence Monday, enroute to the railroad survey camp of the Valley and Siletz. From here they took a team, going into the Kings Valley country and returning via Falls City. Mr. Donald coming back through this city.

Mr. Cobb with Mr. Mitchell have a large body of timber in the Siletz and Mr. Belcher is the President of the Falls City Lumber Co., who contemplates putting in an immense mill here. They gave out no additional information, outside of that heretofore reported by the Monitor.

A report from Salem, under date of April 15, states the Dallas Observer is as follows:

F. J. Cobb of Chicago and F. S. Belcher of Portland, incorporators of the Siletz & Western railroad, to be built this season from Independence to Newport by way of the Siletz basin, were in the city yesterday en route to Independence, where the company now has a party of surveyors at work on the proposed road. They were accompanied by R. T. Donald, an engineer. The gentlemen are in Independence with a view to beginning work on the road within a short time, and also to complete plans for the saw mill to be erected by the Falls City Lumber company, of which Mr. Belcher is president.

It is understood that the Hill system is financing the new project, and that the road will be eventually built to Salem, crossing the river on the new bridge recently finished by the P. E. & E. road. While this information has not been given as authentic, it is stated upon good authority that such are the plans now in the way of formulation.

The proposed road, when completed to Salem, will cover a distance of approximately 100 miles, and will be the most direct route from Portland and Salem to Newport, the famous summer resort on the Pacific coast.

WILLAMETTE IMPROVEMENT

Government to Improve River With Wing Dams

AT REVETMENT BELOW TOWN

Government Engineers in Independence During the Week

Col. Reed of the U. S. engineering force was in Independence Tuesday and commenced survey work on the river below Independence and just beyond the government "revetment." He plans putting in a system of wing dams to keep the river in its present channel and keep it from cutting through a stretch of valley bottom, making a new outlet for the river through a number of acres of valuable farm land.

An appropriation of \$10,000 was secured at the last session of congress for the work at this point.

R. H. Knox and others of Independence have been working to get this matter taken up for some time.

CITY COUNCIL MEETING

Ordinance Passed And Others Read First Time

AUTOMOBILES NOW REGULATED

License Made for Theatres, Moving Picture Houses Etc.

The city council held a regular meeting at the city hall, Wednesday evening. All of the council were present but Sperling and Dixon.

An ordinance regulating the speed of automobiles and motorcycles was passed, putting the speed limit at 12 miles and requiring all mufflers to be closed.

An anti-spit ordinance was passed by the council at the meeting, prohibiting the spitting on sidewalks.

An ordinance allowing confectionery stores to put popcorn wagons on the sidewalks in front of their places of business passed.

An ordinance passed prohibiting the moving of houses without a license.

An ordinance was introduced and read the first time licensing theatres, music houses, etc.

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COBB AND BELCHER

Mill and Railroad People Visit Here

MAKES TRIP OF INSPECTION

Return by Way of Falls City After Looking Over Route

F. J. Cobb, F. S. Belcher and Engineer R. T. Donald were in Independence Monday, enroute to the railroad survey camp of the Valley and Siletz. From here they took a team, going into the Kings Valley country and returning via Falls City. Mr. Donald coming back through this city.

Mr. Cobb with Mr. Mitchell have a large body of timber in the Siletz and Mr. Belcher is the President of the Falls City Lumber Co., who contemplates putting in an immense mill here. They gave out no additional information, outside of that heretofore reported by the Monitor.

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It is understood that the Hill system is financing the new project, and that the road will be eventually built to Salem, crossing the river on the new bridge recently finished by the P. E. & E. road. While this information has not been given as authentic, it is stated upon good authority that such are the plans now in the way of formulation.

The proposed road, when completed to Salem, will cover a distance of approximately 100 miles, and will be the most direct route from Portland and Salem to Newport, the famous summer resort on the Pacific coast.

Mr. Cobb and his partner, Mr. Mitchell, also of Chicago, own large timber interests in the Siletz country and their prime object in the construction of this road is to put the timber on the market.

Mr. Belcher is authority for the statement that there will be much activity in railroad building in the Willamette valley during the coming summer, and Salem is certain to receive much recognition.

P. E. & E. MEN HERE

Engineer McClymonds, head engineer on the survey work on the extension of the P. E. & E., was in the city the first of the week.

Concert at M. E. Church Sunday

Opening chorus—"Crown Him King of Kings,"

By the Choir
Invocation. - By the Pastor
Solo—"Not Ashamed of Christ"
J. G. McIntosh
Solo—"The Better Land,"
Mrs. Paddock
Duet—"Teach Me to Pray,"
Gladys Irvine, J. G. McIntosh

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SALES DAY IS PLANNED

Big Reductions is Being Made By All Stores

GIVEN ON CASH SALES ONLY

A Week From the Coming Saturday Special Day For Trading Here

The merchants of Independence are co-operating in the big monthly sales day plan outlined last week by the Monitor and this week one full page of the Monitor announces some of the bargains that will be offered in Independence for cash purchases on Saturday, April 26.

This sale is a cash sale, the stores having made such reductions that they can not handle the goods on a credit basis.

We were unable to get more advertising on one page than we have displayed and there are several other business houses that will give reductions in their goods that have not advertised the fact this week.

As we stated special prices will be given in dry goods, groceries, hardware, furnishings, clothing, implements, millinery, harness and harness supplies, drug sundries, confectionery, stationery, etc. All the bargains are not advertised by any means, most of the stores planning on having their windows full of specials at cost or almost cost prices on that day.

People are asking, why do you put on this monthly sale? The answer is not what they expect. The answer is this: we wish to show the trading community—many of whom within a radius of 15 miles of Independence seldom come here—that there are as good stocks of merchandise as can be found in the valley. In other words the plan is to stimulate the trade in this city. These are rock-bottom, honest prices; prices you can not duplicate in Salem, Albany, McMinnville or Dallas. Prices that compete with the mail order houses that supply goods of an equal quality. The reductions are on the best lines, most salable stock in almost every instance.

Arrangements have been made with the restaurants to give a good, square meal at the regular price and the livery stables will take care of your rigs as reasonable as on any day you should come to town.

Bring in your eggs, poultry, live or dressed hogs, sheep, cattle or veal and it will be handled for you at the market price by the meat markets or grocery stores.

Remember these reductions are for cash only and for this one day only. If you purchase an article at the sales day bargain you can not expect to duplicate it at a later date, neither can you expect to get the same article at the same price at a later sales day.

Remember the day Saturday, April 26.

Hon. B. F. Jones, Register of Land Office at Roseburg, has written his friends here that he expects to be a Republican candidate for congress from this district before the primaries next year. He represented Polk and Lincoln counties in the Oregon legislature during two sessions while a resident of Independence and has a strong personal following in this section.

The Monitor would be pleased to see him a candidate and thinks he would be a good man for the valley. He is a Republican in politics.

BIRD MAN AT TEACHERS' MEETING</