

A Big Land Deal.

Probably the largest and most important and far reaching business transaction that has occurred in Oregon for some time was that consummated in Eugene Saturday. The control of over 1,000,000 acres of land is involved in the transaction, this control being transferred to the stockholders of the Booth-Kelly Lumber Company by the Oregon Central Military Wagon Road Company.

Negotiations for this deal have been in progress for a number of months. The property in question is the land grant which was given to the Oregon Central Military Road Company in 1864 in consideration of the construction of a wagon road across the Cascade Mountains from Eugene, by way of the Willamette River, and on through Eastern Oregon, going from here to Lakeview, thence to Boise, Idaho, the entire distance being between 400 and 500 miles. The land granted by the state consists of every alternate section for three miles on each side of the road, comprising more than 1,000,000 acres.

Along the western portion of this road much of the land is covered with valuable timber, which is now in great demand for lumber. This timber belt extends almost to this side of the mountains, and for a long distance on the east side of the range. On the west side of the mountains the timber is of the finest quality of fir, while on the eastern side it takes in a vast amount of valuable pine in Crook and Klamath Counties. Much of this land lies within the limits of the timber reserve, having been granted before that reservation was made.

The Booth-Kelly Lumber Company is already considered the largest lumbering company in the Northwest, but from present indications its business is only in its infancy. Mr. Booth stated today that it was the intention of the company immediately to double its output, and to work its new holdings into a marketable product. The company owns and operates four sawmills in this county, located at Saginaw, Wendling, Springfield and Coburg, and has purchased the Harrisburg mill. The stockholders are also interested in other companies, and own the saw mill and box factory at Grants Pass, and other mills in Josephine county; also an interest in one of the largest sash and door factories in Portland.

The first step in connection with the new property will be the build-

ing of two new mills, but the directors have not yet had time to decide just where these will be located. They are endeavoring to obtain additional ground adjacent to their Springfield property, and if successful will make that one of the largest mills on the coast.

Three crews of cruisers are to be put into the field at once to examine the timber on the property just acquired, and upon their report the company will have definite information of the quantity and quality of timber. Mr. Booth will go with one of the parties about the middle of next month to examine and classify the lands in Eastern Oregon.

The business of this company is already very large, and its influence upon the county is distinctly visible. It is now paying out \$1,000,000 a year in wages. The force is to be immediately doubled, which will mean \$2,000,000 a year payroll.

A meeting of the stockholders was held at their office in Eugene Saturday, and the question of increasing the capital stock was considered. Without any dissent the stock was increased to \$1,500,000, the additional capital being paid in by the present stockholders.

In connection with the transfer of the property of the Military Wagon Road Company there are several railroad rumors afloat, and much credence is given them. The principal project is that from Salt Lake to the Coast at Coos Bay. This railroad scheme is said to be backed by the Gould people, who want to reach the Pacific Coast and have decided to build this line. The line would be a direct one, and have many advantages over either of the present transcontinental lines. It would pass through a vast undeveloped territory in South-eastern Oregon, which would at once give it much local business. It would have the carrying of vast amounts of lumber to the East, and would be on a footing to compete with all other lines for through business on advantageous terms. All the indications have been pointing to this company building on the line of the Oregon Central, and B. J. Pengra is authority for the statement that this is certain to be done, and that it will be the greatest influence for the development of Oregon that has yet been experienced, from the fact that it would first offer competitive transportation rates, and, greater than this, it would traverse the richest portion of the state and make possible the development of unlimited natural resources which have heretofore been unable to be worked.

In connection with the proposed road, the feasibility has been considered, and it has been figured out that paying business for the road is assured from the first. The lumber shipments alone it is said, will be sufficient to sustain the road from the beginning.

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BALLSTON

BAY STALLION OWNED BY

J. L. WINDOM, will make the season of 1902 at Culver, Oregon. Bred by G. Springer, of Culver, Oregon.

PEDIGREE—Sire: The registered Clydesdale, Ballston, bred by Ladd & Reed, Portland. Dam: Registered Cleveland bay mare, Connings Maid, bred by Ladd & Reed, Portland.

BALLSTON is 17 hands high and weighs in thin working order 1620 pounds. He is a dark blood bay, four years old in June.

TERMS—\$10 for insurance; reduction for three or more mares.