SCOPE OF THE ENTERPRISE

Company Was Organized Only Eight Months Ago-Purpose Is to Extend Line to Tillamook Bay, With Several Branches.

Less than eight months ago the Goble, Nehalem & Pacific Railroad Company was organized with authorised capital of \$100,-Now it has actually in operation nearly five miles of standard-gauge track and will begin this week to delver sawloga in the Columbia River to be towed to the mills at Portland and Knappa. E. Cannon is president of the company, Thomas Day vice-president, and R. C. Bell secretary. All are young men. They took hold of the enterprise with a determina-tion to win and have pushed it energet-ically. New that it has begun to earn noney they feel that they have already stained a large measure of success. The new road has its base on the Co-

lumbia River, where the company owns 1606 feet of frontage just below the pler of the old Northern Pacific ferry at Hunt-er's Point. It crosses the Northern Pa-cific track a mile and a haif south of Goble. In the southeast angle of the Gobie. In the southeast angle of the crossing a two-story railroad station is to be erected, which will also contain the operating headquarters for the line. For 500 feet the new road is built on piles. Then it strikes high ground, and for a distance of about a mile it runs nearly parallel with the Northern Pacific track. Then it bends around to the west and Then it bends around to the west and passes up the south bank of Gobie Creek to tall timber on a 2 per cent grade. There 1,500,000 feet of sawlogs ile ready for hauling to the river, and 5000 cords of wood for the Portland market is now being de-

livered at the side of the track.

Plans have been made for terminal buildings on the high ground within sight of the river, and the place has already been named Canellay, containing parts of the names of Cannon, Bell and Day. Other stations and towns along the line will be left for the future to create and name. While President Cannon has been at-

tending to the business management of the project, Messra. Day and Beil have been conducting operations in the field. They had a record as successful loggers on a large scale across on the Washing-ton side of the river, and they transferred much of their plant and all their experi-ence and energy to the new railroad.

ence and energy to the new railrond.

Mr. Cannon is also experienced in the lumber business. The compuny bought a saw mill at the mouth of the Cowlitz in order that it might make its own ties and bridge timbers economically. The road is now working in the timber, but the object of its promoters is not attained by making of it merely a logging railroad. Their ambition is to extend it over the divide into the Nechalem Valley and even Their ambition is to extend it over the divide into the Nehalem Valley and even to Tiliamook Bay. To this end they already have surveyors in the field, and their route is outlined to the coast. They argue that the river base will insure them advantage rates to Portland, for if the terms of the Northern Pacific for trackage to this city shall be deemed too hard, barges will be put on the river to handle the traffic in cars without breaking bulk. the traffic in cars without breaking bulk. The aims and intentions of the company are given in the following statement to an Oregonian reporter by President Cannan:

"The preliminary work on this line was commenced in July, 189, by having a re-connolscance made of the four possible routes, namely, up Gales, Scappose, Mil-ton and Gobie Creeks, and, after collecting all data on this work necessary for ascertaining which route offered the best inducements as to cost and grade, the Goble route was selected, and the work of construction commenced May 8, 1999.
This line from the Columbia River to the
Nehalem Valley will be constructed on the
following grade, taken from the enginsers' records of the survey:

make for fair recogniton by the Portland

Should Portland business men and the Should Portland business men and the community at wrge be so solicitous of the benefits that may accrue from a railroad to this district, why not have a committee of representative business men from both of your commercial bodies, the Chamber of Commerce and the Board of Trade, confer with us, and we shall willingly furnish such information relative to our extractive as will convince them that our enterprise as will convince them that our plans and proposed routs for reaching this district have many advantages for their consideration.

their consideration.
"Why should we burden ourselves with
the construction of 40 miles more of line
than is necessary to reach this district
when the Northern Pacific has a first-class when the Northern Pacific has a first-class line constructed, as well as terminal facilities at present, for which equitable arrangements can be made for handling the traffic from Gobie to Portland? Duplicating this track would necessitate the expenditure of at least \$600,000 without any additional advantages: in fact, no new route can be obtained that has an good a grade and terminal facilities for taking care of the business. By advancing this common-sense business plan we ing this common-sense business plan, we ing this common-series business plan, we have been reputed to be an offspring of the Northern Pacific Company. In this particular we wish to state that the Northern Pacific Company has not got 1 cent in our enterprise other than a switch connection for taking care of any traffic which we may give it from our line.

"The Northern Pacific has a processed its."

"The Northern Pacific has expressed its "The Northern Pacific has expressed its willingness to make suitable trackage arrangements with any line from the Nehalem country from the point where it may intersect its line to Portland, and has at all times shown a disposition to be fair, and has not suggested any ironclad agreement by which our foreign traffic should be given to it exclusively. We have no doubt that in the proper time we will be doubt that in the proper time we will be able to run our trains over the Northern Pacific tracks to Portland and to dis-tribute our traffic to such lines as we or our shippers desire. Aside from this, we have a crossing with the Northern Pacific that gives us the full advantages of the Columbia River as a competitive line, should it ever be desired to use it as such.

"Our line to the river at this time is a great advantage to us, as it enables us to do a logging business with Portland on the cheapest possible basis, enabling the Portland mills to take logs from our terminus to Portland at a rate not to ex-ceed 25 cents per 1000, a rate that, under present conditions, no railroad can sucresetully meet. Our terminus is on the main channel of the Columbia River, giving us all the competition that the Port-land people may wish to inaugurate to protect them against an excessive railroad charge.

of advantages, there is no proposed route to the Nehalem country that can com-pare with it, therefore we say that it is Portland's best interest to give its moral support to our enterprise. We started this road unaided by outside capital. We

Portland back of us. "Even should the Northern Pacific build into the Nehalem over the route proposed, it would not, as can be ascertained by carefully consulting maps of this district, conflict in any degree with our proposed plans, as it takes an entirely different route, and will only offer this additional facility for opening up this vast country. In fact, we are about 10 years behind Washington in developing our timber industries, and we think that there is even room for three roads in this country, one leaving the Southern Pacific, for instance. at some point of advantage to reach Ne-balem River and Tillamook. But of all the routes that have been projected in the past 29 years to give relief to the Nehalem country and thereby increase the business of Portland, ours is the only one that has actually gone to the length of laying steel and having trains in opera-tion and doing business.

"From our quiet manner of procedure in this enterprise, we have stirred to appar-ent action some of our most prominent business people, who have heretofore permitted their lethargy to hold their energies pent up until such time as a posi-tive move has been made for a line into this district, and we all come to the same conclusion without much further argu-ment or ado about it, that a railroad is absolutely necessary. Now, why not con-solidate our energies in this immediate direction and get the necessary unity of force that will, without question, push a road to a successful issue? There is, without doubt, ample room for all our enfollowing grade, taken from the engin-eers' records of the survey:

Gobble to summit between Gobie Creek and Tide Creek, 6 miles; ascent, feet, 589:

equated per cent, 2.2

Second cities with having no collective force to push any enterprise of this char-acter to a successful less. and Tide Creek, 6 miles, assembly a compared by the compared per cent, 2.2.

Summit as above to crossing of Tide Creek, 25 miles; descent, feet, 160; equations of Tide Creek and Mileon Creek, 25 miles; ascent, feet, 350; equated per cent, 15.

Trossing of Tide Creek to summit between Tide Creek and Mileon Creek, 25 miles; ascent, feet, 350; equated per cent, 2.2.

"We have heretofore been much divided on public enterprises of this character."

mmit as above to summit between on Creek, to Caples Creek, 1½ miles; at, feet, 20; equated per cent, 2.2. Why should we not have for our future motto the old axiom, 'In union there is seecht, feet, 20.

"We have heretofore been much divided on public enterprises of this character. Why should we not have for our future motto the old axiom, 'In union there is strength,' and then make a long pull and a strong pull together? I think the next Summit as above to crossing of Claiskanie Creek, 2 miles; descent, feet, 50;
Crossing of Clatskanie to summit between Clatskanie Creek and Nehalem
River, 3 miles; ascent, feet, 30; equated
per cent, 22.
Summit as above to Nehalem River,
about six miles below Pitisburg, 7 miles;
descent, feet, 50; equated per cent, 26.
Totals—Miles, 25; ascent, feet, 188; descent, 886.

"The first five miles of this line will be put in operation February 8, and the substantial character of the construction will demonstrate that this expense was not incurred for temporary local purposes. Consequently this enterprise is at least 18 months in advance of any line having recently been mentioned for this district, and has five miles of substantial construction that for the property of the district generally is in prospectable property been mentioned for this district, and has five miles of substantial construction to give weight to any chalms it may time of the city schools.

Summer Post Discusses Marshall.

The last meeting of Summer Post, No. 12, Co. A. R., at its quarters, on Union avenue and East Ash street, was of more than usual interest. A. J. Goodbrod. Commander of the Department of Organ, was present, and made an interesting address, speaking of the prosperous condition. It was decided that the next school year should be 10 months instead of nine, and thus conform to the time of the city schools.

BET ON A "SURE THING

CONFUSION OVER THE CAPITAL OF MASSACHUSETTS.

A Dosen Portland Men With Faulty Memories Wager \$5 Hats That Springfield Is the Place.

To win a cartload of silk hats in one night on one small bet, and that on the question of the capital city of his native state, was the easy luck of H. H. Mc-Carthy, a Boston man, now visiting Port-

A dozen well-known men about town bet on what they considered a sure thing, and lost. They bet McCarthy that the capital city of Massachusetts was Springfield, instead of Boston. The question arose at a dinner party. In the postprandial discussion, Springfield was mentioned as the capital of Massachusetts, McCarthy modestly entered the claims of Boston in the race for the proud distinction. instead of Boston. The question at a dinner party. In the postpranliscussion, Springfield was mentioned he capital of Massachusetts, Mcby modestly entered the claims of meaning the capital of the color of the proud distinction. There was one geographical expert.

Morning—

Adorning—

Adorning—

Casto; topic, "Signs of Victory." 10—Business session; reports of officers and superintendents.

11:20—Bible lesson on "Sociology of the Old and New Testament," Mrs. Lucia Faxon Additon.

Mr. Canterbury. In the course of these addresses a high tribute was paid John Marshall for the important part he took in securing the adoption of the Constitu-tion. Mr. Newell said his services to the country along this particular line, asid-from his eminent services on the Suprem-Bench, entitled him to a place among the most famous Americans. The discussion was one of the most interesting that had taken place in the post for some time.

COUNTY W. C. T. U.

Programme for All-Day Meeting at United Presbyterian Church.

Following is the programme for the quarterly meeting of the Multnomah County Woman's Christian Temperance Union tomorrow at the United Presbyterian Church, corner Sixth and Montgomery:



THE LATE DAVID MONNASTES.

that Springfield was a dead-sure cinch.
"Why, I can remember now," he said,
drawing to one eide several of the crowd,
"the days when I used to study 'joggerfy'

in the old schoolhouse, and how my teacher used to cane me if I forgot the capital of a dinky old state like Massausetts. I can hear myself singing: "Maine-Augusta, on the Kennebec Riv-

"New Hampshire-Concord, on the Mer-"Massachusetts-Springfield, on the Con-

necticut River."
"Do you suppose a man ever forgets
the things he learned in his younger days under such circumstances? No, stree, bob.
McCarthy is a good fellow, but he's trying
to make fools of us because we live out
West. He's running the double bluff.
We'll call him. Offer to bet him a \$5

McCarthy took the first bet offered.

"He's game, fellows. Sall in," the word was passed around. Every one present salled in, McCarthy, with visions of the Newschastes Streebouse in mind see

Then the question of how to decide the bet arose. It was resolved to telephone The Oregonian office.
"What's the capital of Massachusetts?"

came over the 'phone.

"Boston," was the answer.
"Oh, say now; you're mistaken. Isn't
it Springfield?"

"No, it is Boston," was maintained. Then delegates commenced to arrive and the truth of Boston's claim was demon-strated by reference to several gazet-

The laugh was then on the man who had studied "joggerfy" and also on his numerous backers, whose own hazy rec-ollections of their school days' studies coincided with his.

Sumner Post Discusses Marshall.

12-Noontide prayer; social hour and basket lunch.

Afternoon—
1:20—Memorial service for the late Mrs.
Narcissa White Kinney, conducted by
Mrs. M. L. Driggs. Institute work, conducted by National organizer, Mrs. L. F. Additon.

Symposium on "Total Abstinence"—
(a)—"Total Abstinence in Relation to Health and Disease," Dr. Jessie Mc-

Health and Gavin.

(b)—"Social Reasons for Total Abstinence," Mrs. L. H. Amos.

(c)—"Great Examples of Total Abstinence," Mrs. M. A. Stone.

(d)—"Gospel Appeal for Total Abstinence," Rev. Robert McLean. Rev. J. E. Snyder. 2:30-"The Gottenburg System. Why Not?" Miss F. E. Gotshall.

2:45-"Is Prohibition a Farce and a Fraud?" Short answers from the floor. 3:00-"Criminal Sociology."

(a)-"Making of Honest People," Mrs.
L. H. Additon. (b)-"Enforcement of Law," Rev. Ray

Palmer. (c)—"Violations of Narcotic Laws, Schemes of the Dealers, etc.," Mrs. S. M.

Kern. 4-"Finance." (a)—"Proportionate Giving." Mrs. M. L. Blackwell.

N. L. Bingley. 4:30-Miscellaneous business and ad-Anthem by United Presbyterian choir.

Devotionals. Solo, selected, James Shearer. Remarks by county president, Frances E. Gotshall. Address, Lucia Faxon Additon, Na-tional organizer.

PORTLAND, Feb. 4.—(To the Editor.)—Will you kindly inform me when the big wind storm visited Portland? SUBSCRIBER.

BUSINESS ITEMS.

If haby Is Cutting Teeth, ment. The post also fook up the "Life and the "Life and Character of John Marshall," and character of John Marshall," and several entertaining and instructive ad-

PROBLEM TO WORK OUT

HOW TO GET PROFIT FROM SOUTH-ERN PACIFIC DEAL

May Not Be Practicable to Terminate Leases Which the Road Has-If Not, What?

NEW YORK, Feb. 4.-The Evening Post oday has the following:

The suggestion was made today that further study of the Southern Pacific situation by the Interests controlling the Union Pacific might develop a plan by which the Union Pacific would be able to assume absolute and permanent control of the Central Pacific without assuming any liability for the whole Southern ing any liability for the whole Southern Pacific system. Union Pacific interests freely admitted that the fundamental in-terests of the company in ...e Southern Pacific is in its control of the natural and only possible outlet for the Union Pacific to San Francisco. The Central Pacific and the Union Pacific were conceived as one route, and their division into sepa-rate companies was unnatural and harm-ful to the best interests of the companies themselves, and interfered with the transportation facilities of the public. The two companies have often worked in op-position in money matters, as regards train service, rates and distribution and movement of tonnage. The Southern Pa-cific's other lines are naturally allied with the interests of California and the Southwest, and form a transportation system complete and valuable in itself, even without the direct ownerable of the Cen-tral Pacific. It is believed that the plans of the syndicate now holding the Southern Pacific for the Union Pacific for financing the property will not be defi-nitely formed until the Central Pacific lease has been carefully gone over to see if that property can be segregated from the other lines. The adoption of the plan of issuing collateral trust notes, as in other recent mergers, is not regarded as likely to be adopted until other plans have been thoroughly canvassed. The syndicate managers have declared that the Southern Pacific would not be held in any way which will create a burden on the Union Pacific. The terms under which the Central Pacific is held by the South-ern Pacific theorems. ern Pacific therefore becomes a point of special interest. They would seem most definitely fixed by the terms of the South-ern Pacific 4 per cent collateral trust bonds issued in 1896. These are secured by a deposit of all the outstanding shares of the Central Pacific which are owned by the Southern Pacific. The section of this mortgage bearing on this point says: "The existing lease of the properties of the Central Pacific Railway to the Southern Pacific Company shall terminate in case the pledged stocks shall be sold in consequence of the default hereunder. The Southern Pacific Company will not assent to any other lease of such properties unless such lease shall have been approved by the holders of a majority in amount of the bonds outstanding hereunder, or shall contain a provision terminating the same in case such pledged a deposit of all the outstanding shares

stocks shall be sold." This would seem to afford ample au-thority and a feasible means for the Union Pacific to assume the Central Pa-

minating the same in case such pledged

NOT EASY TO SOLVE.

How Could Oregon & California Separate From Southern Pacific?

Admitting the desirability of re-leasing the Oregon & California from the Southern Pacific and bringing it into closer alliance with the O., R. & N., the question that puzzles railroad men is, How can it be done? The \$12,000,000 of preferred and \$7,000,000 of common stock might as well be taken out of the calculation, for a road that annually falls \$500,000 short of meeting its expenses and thereby creates a lien for the sum, cannot be said to promise much to its stockmap be regarded as wiped out already. But the bonds are not so easily disposed of. However, the Oregon & California might desire to default on them and take a new deal on a better business basis. It cannot do so, because it is under lease to the Southern Pacific, which corporathe Oregon & California from the Southcannot do so, because it is under lease to the Southern Pacific, which corporation guarantees payment of the Interest, And the Southern Pacific, whatever else it may do, does not fail to pay the interest it is responsible for. In fact, the Palmer.

(c)—"Violations of Narcotic Laws, Schemes of the Dealers, etc.," Mrs. 8. M. Kern.

4—"Finance."

(a)—"Proportionate Giving." Mrs. M. I. Blackwell.

(b)—"General Plans for Finance," Mrs. N. I. Bingley.

4:20—Miscellaneous business and adjournment.

Evening—
Anthem by United Presbyterian choir.

It is certain that the O., R. & N. would not yoke itself up with the Oregon & California on its present basis, taking half a million yearly out of its own revenues to make good the Oregon & California deficiency. The O. R. & N. stockholders would not stand that. The Oregon & California cannot default, and thus get into the bankruptey court for adjustment of its finances to a practicable basis, because the Southern Pacific Company has guaranteed payment of its interest for a period of % years yet to come. If the Southern Pacific should repudiate the lease and make it stick in to Oregon in 1862, and settled at The come. If the Southern Facinc should repuddate the lease and make it stick in
the courts, the way for readjustment
would be opened to the Oregon & California when the first interest coupons
should become due. It would be foreclosed and sold for what it would be
worth and then there would be hope for
it. The same end might be attained

Graduates

FROM THE GRAMMAR GRADES

Are sufficiently advanced to take either a business or a shorthand course with us. Spelling, grammar, arithmetic, etc., are included in both, without extra We think quality counts for more than quantity, and teach accordingly. This sentiment alone, if indelibly fixed in the mind of a youth-and we generally succeed in doing it-is worth the cost of our combined business and shorthand course. Get our catalogue-learn what and how we teach,

Portland Business College

PARK AND WASHINGTON A. P. ARMSTRONG, LL. B., Principal.

company, the guarantor of the bond in-terest of the Oregon & California. Doubt-less the ingenuity of railroad inwyers could devise some other way to divorce the Oregon & California from the South-ern Pacific, but the relations of the com-panies are such that it is far from a

panies are such that it is far from a simple matter. The stock of the Oregon & California was bought by Mr. Huntington personally and turned over to the Pacific Improvement Company, not to the Southern Pacific. Subsequently Mr. Huntington obtained nearly 200 miles of narrow gauge tained nearly 500 miles of narrow gauge.

lines belonging to the Oregonian and the
Portland & Williamette Valley Companies,
paying \$19,000 per mile for \$52 miles of
the former, and \$14,500 per mile for \$5
miles of the latter. These roads were
put through bankruptcy court and purchased by the Oregon & California, Then
they were for a small sum made standard gauge and bonds to the full limit
of \$30,000 per mile the same as for main of \$30,000 per mile, the same as for main Oregon & California line, were issued and sold. And somebody put about \$2,500,00 in his pocket as the profit of this bit of financiering. And somebody else will lose it, and much more, when the day of reckening shall come. The develop-ment of the country was discounted too

PRESIDENT BURTS VIEWS.

heavily.

Will Bring Cheaper Operation and NEW YORK, Feb. 4.—President Horace G. Burt, of the Union Pacific railroad, now in this city, in the course of an inter-

view on the subject of the recent Union-Southern Pacific deal, said:
"I do not interest myself in the road from the point of view of a banker or broker, because I am fully taken up with the practical, physical side of the prop-erty, I know much less about Wall Street operations than I do of bridge building and ballasting and grading practical railroads, consequently I am not conversant with the facts concerning the recently announced transfer of control of the Southern Pacific to the Union Pacific in-Southern Pacific to the Union Pacific in-terest, If the Speyer-Huntington shares were purchased by the Harriman syndi-cate, they were purchased by people in-terested in Pacific securities, and not by the Union Pacific Railroad Company.

"This union of interests, if such a step has been taken, will bring the Union Pa-cific into closer harmony with the Cen-tral Pacific where cantill stock was seen

cific lease, if it should be decided to turn trai Pacific, whose capital stock was actual property directly over to the Union Pacific, whose capital stock was actually property directly over to the Union Pacific will continue to run through trains over the Central Pacific tracks as heretofore. There will be no change in the relations which now exist between the Union Pacific and the Oregon Short Line of 1483 miles, which it controis, nor will there be any violent dis-turbances in present traffic arrangements with the Southern Pacific. If the reported

the progress of the attempt to get a cus-tomer for the lease of the Northern Pa-cific lines in Manitobs. The arrangement

Constant Satisfaction. "I have used SOZODONT almost constantly in my family for eleven years, and find it more satisfactory than any other dentifrice. ANTISEPTIC

J. A. WESCO, Penman and Secretary.

By mail; 25 and 75c, HALL & RUGERL, N. Y. City up to Saturday she was feeling fairly well. She had many friends on the East Side, where she had lived almost from

For the TEETH and BREATH.

the time the first house was built. A husband and one daughter, Mrs. Walter Bartel, survive her. Dominion to Own Telegraph.

NEW YORK, Peb. 4—A special to the Herald from Toronto says: The Dominion Government has practi-The Dominion Government has practi-cally taken steps to purchase the tele-graph system of Canada, extend them enormously and operate them in connec-tion with the Postoffice Department. It is also seriously proposed to follow a sim-ilar course with the telephone, but in the case of the latter municipalities will be itcensed, as in Great Britain, to operate the system within their own ideas. The question of the absolute control of the Canadian telegraphic service has long Canadian telegraphic service has long been discussed, but not until the present Liberal government came into office has it been possible to talk purchase. With a surplus running from \$5,000,000 to \$7,000,one for 1900-61 and a prospect of an equally large surplus for 1901-62, the plan seems feasible. The great desire of Canadian statesmen is to see cables owned by Great Britain under the Atlantic and Pacific, joined at each ocean to wires owned by the Deminion, crossing this country, and thus practically girdling the globe by a cable absolutely under imperial con-trol. The business men of Canada are unanimously in favor of the scheme.

McKinley Will Visit the Coast. BERKELEY, Cal., Feb. 4.—President, Wheeler, of the University of California, has received a telegram stating that President McKinley will accept his invitation to address the students of the university commencement day, May 15. This is taken to indicate that President McKin-ley's proposed trip to the Pacific Coast will be made despite reports to the con-

A WINTER ROUTE TO THE EAST.

A WINTER ROUTE TO THE EAST.

The climate of Utah and Colorado is temperate the year round, and clear skies and sunlit days are as proverbial in Winter as in Summer. The mean annual temperature in Salt Lake City or Denver is about 15 degrees, and the average annual precipitation 14.7 inches. With such inconsequential precipitation there can be little or no trouble from snow in the districts traversed by the Rio Grande Western Railway, and its immediate connections—the Colorado Midland or Denver & Rio Grande Railroads.

In fact Winter adds but new grandeur and charm to the travel seenes, and infuses an element of variety and beauty to the unsurpassed wonders of nature along the Great Salt Lake Route. Tickets to all points East may be obtained at 23 Washington street.

The hydraulic mines of Wimer and Simmons are working day and night.





SEVERAL HUNDRED PIANOS-TO BE SOLD IMMEDIATEL

OUR removal to San Francisco will occur in the very near future. We want to sell off every piano and organ we possess before we go away. High-grade pianos and the very best makes of organs we offer for a few days at prices unheard of before in the city of Portland. The Wiley B.

Allen Co., after being in business here for over twenty years, will in the very near future be located in San Francisco with the finest and most modern music store on the whole coast, and with branch stores at Los Angeles and in Honolulu. All our pianos--uprights, squares and grands--we offer for sale while yet we remain in Portland at prices which ought to interest every piano buyer, be he poor or rich. Today we shall offer a good upright piano, almost new, for \$145.00, and as good an organ as you ever saw for \$60.00.

The Wiley B. Allen Co., 209-211 First St., Portland, Oregon

