

NEW ROAD FOR GILLIAM

MAY BE BUILT THIS YEAR BY THE COLUMBIA SOUTHERN.

Will Reach From Present Main Line a Distance of Fifteen Miles to the John Day River.

The Columbia Southern Railroad Company is considering the matter of building a branch road this season to tap the country between Coos and Fremont and Gilliam and Wheeler Counties. The plan under consideration contemplates a branch to leave the main line at Guthrie station, in five miles north of Sandy, and pass in a southeasterly direction down to the John Day River, a distance of 15 miles. There is a practicable route down to the river on a grade not exceeding 2 1/2 per cent.

To cross the John Day and get up the grade to the plateau level would be quite an engineering problem, as well as an expensive piece of railroad to build and operate. Therefore, it is deemed wisest to halt at the river. Farmers can easily haul their grain down grade to the river, where the railroad will take it. A rich area of wheat land is tributary to that point. It is estimated that 1,000,000 bushels of grain would reach the railroad there this year, and that in five years the output would be 2,500,000 bushels. Under present conditions it would have to be teamed 60 to 70 miles to Arlington, at a cost of 25 cents a sack. Then there would be the railroad freight to Portland to pay. If the Columbia Southern branch shall be built to the John Day the haul to railroad will be under 25 miles, and then it will be carried to Portland for about 45 per cent, or 15 cents per bushel. Under these circumstances more settlers will locate there and great areas of land now vacant will be brought under plow. Grain and livestock are the chief products of that region.

A preliminary survey of the proposed branch was made some months ago. Since then a careful examination of the country to be served has been made, and it is found capable of yielding a large volume of traffic when developed, and its development is expected to be rapid under proper encouragement.

President Lytle admits that the matter is receiving attention.

POSITION OF SOUTHERN PACIFIC. Instead of Paying Dividends, It Will Improve Its Property.

The Wall Street Journal, having been taken to task by a correspondent who feels sure there will be a dividend on Southern Pacific within a few weeks, sets forth its reason for a contrary view as follows: "Without being prophets, or the sons of prophets, we venture the prediction that there will be no dividend on Southern Pacific within a few weeks. Southern Pacific occupies a position where a very good statement can be made either for or against the property, a speculative investment in Southern Pacific is earning a moderate dividend and could unquestionably pay 2 per cent per annum if it were thought wise to do so. Earnings are increasing rapidly and bid fair to increase further. The probable return on the stock to something like 4 per cent in the current calendar year. It is possible that dividends may be considered next year, but the main problem in Southern Pacific is of a different sort.

Southern Pacific has more bonds and less stock than its competitors. It is, therefore, less able to stand severe competition, should such competition arise. The desire of the management is to change this situation. If the company were earning materially less, it would be forced by the market to reduce its obligations, establishing a lower average rate of interest. As this cannot be done with the present volume of earnings, the necessity in the long run to improve the condition of the property to an extent which will justify the capitalization and enable the company to work enough cheaper than its competitors to make up the higher rate of interest on the bonds, this large sum must be spent on roadbed, bridges and equipment.

This is precisely what will be done. In a definite sense, it will make Southern Pacific a better investment property when the improvements have been made and when the returns to stockholders come in on the basis of the revalued road. Considered as a three-year investment, the stock is probably cheap."

NO NEWS FROM SALT LAKE. Traffic Officers Say They Have Nothing to Tell the Public.

General Freight and Passenger Agent Markham, of the Southern Pacific, argues before the Salt Lake Sunday, and Traffic Manager Campbell, of the Oregon & Northern Pacific, before the Oregon & Northern Pacific Passenger Agent, of the O. R. & N. reached home yesterday morning. Assistant General Freight Agent Miller, of the O. R. & N., returned yesterday night, returned with Messrs Campbell and Craig. None of these officials had any news to give out. They said the Salt Lake conference was merely for the purpose of getting a better understanding with Traffic Director Stubbs, and none of them would admit that there was anything very significant about it. From the very restricted news these officers railroad men on the street gathered the impression that important moves were contemplated. A rational explanation of the Salt Lake meeting might have stopped rumors, but the statement that there was no news at all was interpreted by many as equivalent to saying that there was big news, too big to be given out except from headquarters. The public can hardly believe high railroad officials will be hurrying about in socks on fools' errands. Hence, the conclusion that there is something in the air. How when it will develop is a puzzle to those not on the inside.

LINE NORTH FROM GRAY'S HARBOR Contract Let for Clearing Right of Way 30 Miles.

ABERDEEN, Wash., July 8.—Nelson Bennett, who has the contract for grading the 30 miles of extension of the Northern Pacific from Spokane northward to the reservation, arrived today and let contracts for clearing the right of way. Today 45 horses and a quantity of material have been started on the way to Gray's Harbor City, where the first camp is established. A force of 300 men, to be procured from Portland and Puget Sound, will follow. Call & Martin, who have a contract for clearing five miles of right of way in the Humptulps bottom, are in town engaging labor and buying supplies. They will employ 50 men and their job is a long and difficult one.

Dispute of Engineers and Firemen. DENVER, July 8.—F. P. Sargent, of Peoria, Ill., grand master of the Brotherhood of Locomotive Firemen, is now in Denver, and tomorrow Deputy Grand Chief Younger of the Locomotive Engineers will arrive. The object of these two officers in Denver at this time, is to meet representatives of the engineers and firemen of the Santa Fe and Colorado Southern railroads, and to act as a board of arbitration in the dispute over the rights of men operating on the joint track between Denver and Pueblo. The question has been argued for months and it is expected that it will be settled by the visitors.

If Baby Is Cutting Teeth. Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

OFFICERS OF BATTERY A IN CAMP AT SANDY.



Captain H. U. Welch. Lieutenant Lee M. Clarke. Lieutenant T. L. Perkins. Lieutenant-Colonel Sanford Whiting.

BATTERY A AT PRACTICE

PORTLAND ARTILLERYMEN ON DUTY AT SANDY.

Their Advent Created Great Excitement Among the Residents of Eastern Multnomah.

on the joint track. Many technical points, involving an interpretation of the rules of the railways and of the secret orders, are to be decided. The question is unique and is attracting wide attention among railroad men.

Mr. Sargent said in an interview that his organization has never been in better condition, and that there are no grievances to settle. The question of next importance which he thinks will come up in his order is to get the wages of firemen on the roads in the East up to a more uniform plane with the men of the West.

Battery A, light artillery, is now in camp at Sandy, Clackamas County, on the Dodge ranch, formerly the Gantenbein ranch. Camp Whiting is the name of the camp, so named in honor of Lieutenant Colonel Whiting, who has been assigned to duty with the battery as surgeon. The battery marched to Sandy, the first being made last Friday morning.

Gresham was the first stopping place. This was reached Friday afternoon. Camp was made, and the boys spent the night there. March was resumed Saturday morning. While at Gresham orders were published promoting Private F. J. Nelson, who was a marine on the Oregon when she made her famous trip around the horn to Santiago, and Private C. M. Lyman, a second Oregon Volunteer, to the rank of Corporal.

Saturday, after leaving Gresham, lunch was served at Pleasant Home. The march was again resumed, but Lieutenant Perkins, in charge of the baggage wagon, lost his way, taking the wrong road, although he made the trip to Sandy only the day before. The result was that the battery itself arrived in camp before the baggage wagon. To add to the discomfort, the wagon broke down in the woods and had to make two trips, their baggage and equipment, two field pieces were turned on a big snag for practice. The snag was demolished at about noon. Tents were pitched in a ravine on the Dodge ranch, through which a fine stream water runs. In fact enough fish were caught the first evening to furnish supper to the entire battery. The location of the camp is known as Cedar Creek Bottom.

Sunday the camp was thronged with people for miles around, and many of their wives and sons and daughters came in wagons and on horseback to see the troop, and the young men were kept busy explaining the wonders of artillery warfare to the young women of the vicinity all day. The establishing of the camp was a big event in the neighborhood. Yesterday practice commenced, and will be kept up every day while the battery is in camp. The regulation camp routine is being strictly observed. Guards are posted night and day, and every other military ceremony observed. The sides of the ravine afford an excellent opportunity for sniping, although there is some danger of killing innocent civilians, who belong to the farmers in the neighborhood.

Large parties of the non-coms through the mounted sabre drill yesterday afternoon for the benefit of the rural guests. There was considerable indulgence in equestrian sports, hurdle jumping and rough and tumble made depopulation.

The atmosphere in the ravine has been cold at night, and each man has kept on the alert to prevent his comrades from contracting the "chills." "Froze" is the by-word of the camp. Sunday two of the men visited a neighboring farm-house, and churned a big quantity of butter and every year of taking the buttermilk back to camp.

The boys are having an enjoyable time despite the fact that it is not all play. Captain H. U. Welch is in command, and he is enforcing discipline in a highly satisfactory manner. Following is the daily routine: First call 5:30 A. M. Stables 6:30 Revell's 6:40 Recal 6:45 Recal 6:50 Recal 6:55 Recal 7:00 Recal 7:05 Recal 7:10 Recal 7:15 Recal 7:20 Recal 7:25 Recal 7:30 Recal 7:35 Recal 7:40 Recal 7:45 Recal 7:50 Recal 7:55 Recal 8:00 Recal 8:05 Recal 8:10 Recal 8:15 Recal 8:20 Recal 8:25 Recal 8:30 Recal 8:35 Recal 8:40 Recal 8:45 Recal 8:50 Recal 8:55 Recal 9:00 Recal 9:05 Recal 9:10 Recal 9:15 Recal 9:20 Recal 9:25 Recal 9:30 Recal 9:35 Recal 9:40 Recal 9:45 Recal 9:50 Recal 9:55 Recal 10:00 Recal 10:05 Recal 10:10 Recal 10:15 Recal 10:20 Recal 10:25 Recal 10:30 Recal 10:35 Recal 10:40 Recal 10:45 Recal 10:50 Recal 10:55 Recal 11:00 Recal 11:05 Recal 11:10 Recal 11:15 Recal 11:20 Recal 11:25 Recal 11:30 Recal 11:35 Recal 11:40 Recal 11:45 Recal 11:50 Recal 11:55 Recal 12:00 Recal 12:05 Recal 12:10 Recal 12:15 Recal 12:20 Recal 12:25 Recal 12:30 Recal 12:35 Recal 12:40 Recal 12:45 Recal 12:50 Recal 12:55 Recal 1:00 Recal 1:05 Recal 1:10 Recal 1:15 Recal 1:20 Recal 1:25 Recal 1:30 Recal 1:35 Recal 1:40 Recal 1:45 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