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Stevens Resigns the Presidency

Head of Oregon Trunk Will Take a Rest

GRAY TO BE SUCCESSOR

Noted Railway Builder Having Ac-
complished Heavy Construction
Is Satisfied to Retire.

Sunday Oregonian: John F. Stevens, president of the Oregon Trunk railway, Spokane, Portland & Seattle, United Railways and Oregon Electric lines, known as the "Hill system" in the northwest, tendered his resignation to James J. Hill two weeks ago, to take effect on or before May 1.

Carl Raymond Gray, senior vice-president of the St. Louis & San Francisco, with headquarters in St. Louis, will be Mr. Stevens' successor, according to a dispatch received by the Oregonian last night.

Mr. Stevens last night confirmed the report of his resignation but declined to confirm the identity of his successor, saying that announcement would be made from St. Paul.

"I expect to drop my present work in a few weeks, probably by May 1," said Mr. Stevens last night. "The heavy construction work I have planned and carried forward during the past year and a half is nearly at an end. Plans for future extensions have been carefully considered. The financial outlook at present as far as new railroad work is concerned does not warrant the belief that any vast undertakings will be prosecuted soon, although I confidently expect certain extension of the company's lines will go ahead this year.

"The details of the operation of the various properties are in the hands of exceptionally competent men and will go ahead with customary smoothness. I have accomplished, in a fairly satisfactory manner, the most important things I have set out to do and am satisfied to thru the future management to other hands.

"I want to take a good rest and may possibly go abroad. I have not fully decided that point as my business may not permit. I have several attractive propositions in view, but am not ready to discuss them. As to my successor here? That is a matter which could only be touched upon by the owners of the properties. I shall leave Oregon and Portland with regret, for I have been treated royally and know I have many friends and well-wishers in this place."

The announcement of Mr. Stevens' resignation will cause general surprise. It has been known for some time that he has felt that his work in this section was sufficiently well organized to leave should he feel like doing it. But with the exception of a few personal friends he has told no one of his intention. During the month of March it was said that he intimated to Mr. Hill that he would like to be relieved of the duties of his position, particularly so when it was known that it was not the intention of the company to make heavy investments in construction work this year, owing to the condition of the money market, and in that event he felt his particular talents would not be in demand. Mr. Hill insisted that he remain, but finally consented to Mr. Stevens' request that he be permitted to take the rest desired.

Mr. Stevens' appearance upon Oregon territory was coupled

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CULVER, OREGON

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with one of the most interesting denouements in railroad building. He came to Portland in 1909, unknown, and registered under the name of John F. Sampson. For two months he kept everyone guessing as to his identity. He passed through the Willamette Valley examining every nook and corner and took a trip through Central Oregon. Finally he decided to build and go ahead with his plans without any formal announcement to the public. The first intimation the public secured of his intention was the hurrying down of the Harriman opposition forces to occupy strategic positions in the Deschutes canyon.

Then followed one of the most

spectacular railroad wars ever witnessed in the country. Armed forces occupied every point of vantage in the rugged canyon, and for a time it looked as if there might be bloodshed. But the courts brought an armed neutrality and the building of two lines through a narrow canyon for 100 miles occupied the attention of the railroad builders of the northwest.

On February 15 of this year the Oregon Trunk line arrived at Madras, the construction work having been completed within the period allotted by Mr. Stevens, that of 20 months. The Harriman line at the same time was right behind him and to-day crosses the Willow Creek Canyon

at Madras. It was on Mr. Stevens' advice that the railroad building of the Hill lines took place in Oregon and it is his belief that Central Oregon, when once it is ribbed with railroads, will become the richest wheat raising county in the West.

Acting upon this theory he has had lines surveyed, not only across the state north and south, but east and west. It is believed that these lines will be constructed in a short time, just as soon as the market for the flotation of bonds and securities makes it possible.

In the 20 months of Mr. Stevens' control in the Northwest, he reorganized the North Bank road, running between Spokane

and Portland, the Astoria & Columbia River line and the Pacific & Eastern; built the Oregon Trunk into Central Oregon, and purchased the United Railways and the Oregon Electric interurban railroads. He thus created the foundation for an extensive system of railways covering not only the Willamette Valley with a network of interurbans, but also projecting trunk lines into the heart of the state, north and south and east and west.

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To All Parts of the City

Madras Oregon

Notice For Publication

Department of the Interior, U. S. Land Office at The Dalles, Oregon, February 20th, 1911.

Notice is hereby given that Morgan Irwin, of Madras, Oregon who, on December 8th, 1904, made Homestead No. 14057 Serial, No. 3418, for m. l. sec. 30, tp 11 s, r 14 e, w. m.,

Has filed notice of intention to make Final five year Proof to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 5th day of April, 1911.

Claimant names as witnesses: Fred Davis, George Rankin, William Jarret, and Elias White, all of Madras, Oregon.

C. W. MOORE,
Register.

Contest Notice

Department of the Interior, U. S. Land Office, The Dalles, Oregon, Feb 9, 1911. A sufficient contest affidavit having been filed in this office by Joseph Y. Crews, contestant, against homestead entry No. 14061, made August 21, 1905 for s. 34, sec. 28, t. 11 n. sec. 33, tp 9 r. 14, w. m., by Thomas Lynton, contestee, in which it is alleged that said Thomas Lynton has wholly abandoned said tract of land for more than six months last past; that said abandoned still exists; that said alleged absence was not due to his employment in the army, navy or in mine corps of the United States in time of war. Said parties are hereby notified to appear, respond, and offer evidence touching said allegation at 10 o'clock a. m. on March 4, 1911, before Howard W. Turner, a Notary Public at his office in Madras, Oregon. And that final hearing will be held at 10 o'clock a. m. on March 31, 1911, before the Register and Receiver at the United States Land Office in The Dalles, Oregon.

The said contestant having, in a proper affidavit, ordered and directed that notice be given by due and proper publication.

C. W. Moore,
Register.

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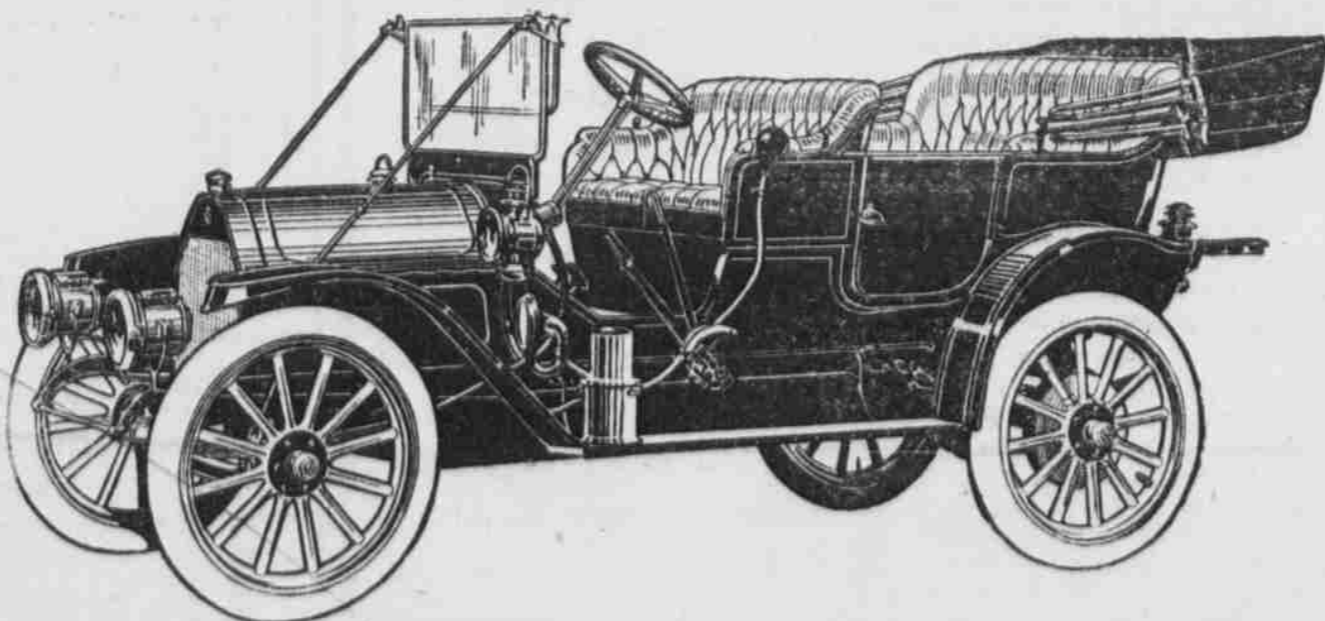
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