LATTER DAY RANCH LIFE IN OREGON FIELDS AND FORESTS

Some of the Good Work That Our Farmers Are Doing in Isolated Places of Our Progressive State.

ASTORIA, Nov. 6.—Many of the ranchers in Eastern Oregon closely approach pioneer conditions. In the early days of settlement in Oregon, when stores were few, and neighbors remote, the individual was thrown largely on his own resources. The same conditions now prevail in many places in Crook, Wheeler, Grant and other counties. One could readily imagine that time had rolled backward 50 years. I stopped at a farmhouse a day or two ago. It was 2 o'clock. I had ridden for several hours across the mountains without finding a ranch to stop at for dinner. I inquired if I were too late to get a little dinner. "Dinner has been over for an hour; my fire is out and I am doing my washing. I can get you a simple little lunch if that will do." The lady said five minutes later: "Lunch is ready. There is not much, but as it is, there is plenty of it. I haven't any beef, but here is plenty of cold venison. The boys killed two bucks the other day out on Wolf Creek. One of them dressed over 200 pounds and had nearly two inches of fat on him." Her simple little lunch consisted of raw sliced tomatoes, baked Hubbard squash, venison, delicious alfalfa honey, creamy milk, bread, several kinds of preserved fruits and some other things that have slipped my memory. I have attended many a spread that wasn't as good as this little cold lunch. A hundred miles from a railroad, no store food on the table, all products of the vicinity, if that is a sample of pioneer living I want to be a poineer. One cannot run to the store as in the city for anything that runs out or if company drops in. I stopped at a ranch over night. It reminded me of the old days that Froissart writes of when each castle had all its industries carried on within its own walls and was independent of the world at large. This farm of which I speak is a type of many others. Poultry, swine, fruits and vegetables supply 90 per cent of the bill of fare. The owner has a well-equipped carpenter shop and does his own repairing and considerable new work, for here a carpenter is not at one's beck and call. He has his anvil, forge and blacksmithing kit, repairs his tools, shoes his horses and does not lose a day going to town for every little job of blacksmithing to be done. "My ranch supplies my living, my cattle cost little to keep and their sale supplies money for a rainy day. I am my own boss. No one says 'Do this; go there; come here.' The more I hustle the more I make, but I can hustle or loaf as I feel like it. I am independent, which a clerk in town is not," said my host.

Between Caleb and Mitchell are many picturesque bits of scenery. The road follows the stream. On both sides rise the hills steeply. In many places the hill top is crowned with a mass of citadel-like rocks. Elsewhere the rocky bluff rises abruptly from the road side or the road is cut through the solid stone. Not only is every swale and gully vivid with Autumn's brilliant garb, but the rocks as well are stained with dull rust-colored browns and reds, which merge and blend with the green. Bands of pink and green run across the face of the bluffs. Here the mountain side rises smoothly, covered with a growth of dried grass. On the face of the hillside is a gash as though it had been trying to shave off the stubble of grass and made a cut in its face. From the gash a line of rocks has fallen, forming a slide. Where the hills do not rise from the valley steeply little meadows are to be seen. Many of them have been planted with alfalfa. From the higher points on the road as one looks down upon them they look like little inland lakes—green as the glacial lakes in the high Rockies. The cattle, knee-deep in the third crop of alfalfa, look like brown islands in an inland sea. Some well-kept farms are seen as Mitchell is approached.

Mitchell is a growing little town in the canyon. One of the old settlers here is O S. Boardman. He raises standard-bred trotting horses. Knox and Pocahontas blood are the strains his horses have. He sells his horses as yearlings or 2-year-olds. Many of the ranchhouses to be seen in the mountains are of the old pioneer type—a long, low house of logs, with a stick and clay or a stone and clay chimney at the end of the house. At the foot of the mountains on the road to Prineville from Mtichell the passerby will notice an old-fashioned pioneer log house. At the end of the house rises a generously large stone chimney. It is the Belcher ranch. Here you will find the old style hearty welcome. Before a wide-mouthed cavernous fireplace of stone sits Milton Belcher. His hair and beard are white. Comfort, serenity and good nature show in every wrinkle of his face as he laughs. His good humor is contagious. You are at home the moment he has shaken hands with you and heard his hearty "Draw up your chair to the fire, stranger, and make yourself at home." The only light in the room is given out by the light blaze of several knotty pine chunks in the fireplace. "We burn a hundred cords of wood a year here. I like lots of blaze; it looks cheerful. We have a whole pine forest, so we don't have to spare the wood," says Mr. Belcher. At the back door is the washbench. Not far away hangs the soap kettle. The turkeys are promenading up and down, the chickens are thinking of turning in for the night, the squealing of the pigs mingles with the lowing of the cattle—all good farm sounds, bespeaking peace and plentiful. A good farm supper—no frills—but plenty of good hearty, wholesome food. After supper we sit before the blazing fire while the shadows alternately advance or retreat into the dark corners, as the blaze leaps up or sinks lower. We speak of Portland. "I suppose it has changed a whole lot. I used to go there occasionally. The first time I went was in 1854. I had three yoke of cattle and was hauling freight to Eugene. I camped where the Occidental Hotel was afterwards built. I got 2 cents a pound for my freight and it was nearly all profit, as there was scarcely any expense. Grass was knee high all the way down the valley and all I had to do was to turn out my cattle to graze. About the only expense was the ferry at Portland. They had a mule ferry there then. The last time I was in Portland was in 1873. I went to the hotel and asked the clerk to give me a room where I could have lots of air, as I had been used to sleeping out doors all summer. That night there was a big fire. I went down to see it. A fellow come up and said: 'Here, take hold. Go to work on that engine.' I and a lot of other fellows took hold at a long rail and facing a crowd who had one on the other side. We bent our backs lively pumping for the fire engine. Pretty soon they let us stop and put on another shift. Someone told me every fellow that won't work will get run in. He gave me an ax and told me to join the chopping gang. I slid around the corner and left my axe leaning against the corner of the house. I came up here in '73. In those days Morrow, Wheeler, Gilliam, Grant and Sherman and some other counties hadn't been made. The Dalles was county seat of a strip of territory pretty nigh to the California line. What's that; the pioneers had a pretty good time? All the game they wanted? Oh, yes. When I came here the deer and antelope and mountain sheep were pretty plenty. It wasn't any more trick to go out and get one of than to go out and kill a sheep. But we didn't have such an easy time. I come across in 1850. We settled near Albany and later in '53 I took up a Donation land claim four miles from Eugene. A whole lot of us from Missouri settled in Linn County. When it got crowded along in the early seventies we come across the mountains where we could have elbow room. We had 20 wagons when we started across the plains. It took us six days less than six months to make the trip. That year was a hard one on emigrants. Lots of 'em died of the cholera. We would have a person taken sick in the evening and next morning we would bury him. We lost nine in one train from cholera. In less than one day's march we counted 72 graves in Ash Hollow on South Platte that had been buried within two weeks.

"One day we came to where two wagons had pulled to one side of the road a little in the desert. A man was digging a grave. His wife had just died. Two young couples had started for Oregon. The women were sisters. Three days before we overtook them they had buried one of their party of four—the husband of one of the sisters. Now the man was burying his wife. There they were half way across the plains and each one lost their partner. Each one with an outfit and team on their hands. They had started west to found a home and got shipwrecked on the way. No, pioneering wasn't altogether a holiday trip. Well, we made the man come out of the hole and we finished digging his wife's grave. The women folks fixed her up the best they could. We had no boards to make a coffin, but we made the grave coffin-shaped at the bottom and, lowering the wife in a sheet, we buried her. The little crude crosses showing a new grave were a heap sight thicker than mile stones along the trail. As I tell you, in 12 miles travel we counted 72 fresh graves made by the different trains that had passed within two weeks."

"I came across in 1853," said Mrs. Belcher. "We took up a place at Sublimity, in the Waldo hills. One of the men on our train had heard of the heavy death rate crossing the plains, so he made a coffin before he left and got 1 bolt of shrouding cloth, so he could be buried decefitly. He toted that coffin clear to the Willamette Valley and never got any good of it. He hadn't been in the valley long till he got homesick for Missouri, so he went back. He had got discouraged carrying his coffin along with him, so he left it. He got sick going back and was about to die, but he had grit to hold on to life till he come in sight of his home. He saw his home, but before he could get there he was ready for his coffin. He died before they could get to the home place."

"I tell you, Laurel Hill and the Devil's Backbone were hard places," resumed Mr. Belcher. "We had to unyoke our cattle and let our wagons down by taking a turn around a tree with a rope. When the Rogue River mines were discovered I got the mining fever and went there. We had dry diggings that paid fairly well. We traced the pay dirt up to a certain place and then it stopped. We saw a tunnel that had been made a few feet into the bank and so we worked away on that. It was August and smoking hot and awfully close in that tunnel. We worked a week or so and then got disgusted and quit. We left our tools there to hold the claim. We decided it was not worth holding, so we took our tools away. A German that had been watching it took it as soon as our tools were removed. He cleaned up $15,000 from that claim that season. It was the old creek bed. Well, sir, the day he struck it rich in our tunnel I was working a claim on the creek. He came down and showed me a nugget as big as a walnut that he had washed out. It made me so disgusted I said to an emigrant who had come there looking for a claim: 'I will give you my claim for your riding horse.' He got off and handed me the bridle rein. I got on and rode away and that was the last mining I did on Rogue River."

All evening Mr. Belcher told me pioneer reminiscences. Mr. Belcher is an Indian War veteran, having served in '55 and '56. "I get a letter every few days asking me something about my services. They are going to give us pensions. Here is a letter I got from the Pension Dement today asking if my services in '55 or '56 were in the Civil War. They say I have omitted to state what war I served in. Looks like they would have found out back there in Washington by this time that the Civil War didn't happen in '55 and '56, nor take place in Oregon. Looks like there was a mighty sight of red tape about this pension business." The talk of an evening about the fireplace is apt to be largely local in its character. The outside world and its haps and mishaps get but scanty notice. "Our next neighbor, Alec Boyd, is mighty bad with fever," says one of the circle. "Doc says that having his haystacks burned that way with him sick at the time makes it go harder with him from worrying so about it. He lost 82 tons of hay. He had trouble about his range and the hay was set afire." "Frank Stice, who worked not far from here, stole Campbell's saddle and shaps a few nights ago," says another of the group. "He stole a horse, too. They say he headed for Summit Prairie." "Do you think he will be caught?" I inquired. "No. He knows every game trail in the mountains. Then he served time in Salem and he won't be anxious to get back. A fellow that's in the saddle and outdoors all the time don't like to be cooped up like they are at the pen." The old-fashioned clock with tha musical chime announces the hour. It is bed time. The steep stairway to the attic bedroom—the patchwork quilts, the feather bed, the flaring tallow candle all carry one back to the early days. More suggestive still is the plaintive, quavering high-drawn wail of the distant coyotes. Their high-keyed music approaches the house. The dogs rush out time after time ineffectually as the coyotes return. Their howl, like the cry of a lost soul in torment, is the last sound I hear till I hear the sizzling of the frying bacon in the morning.

From Belcher's ranch to the summit is a long stiff pull. An excellent body of pine timber is traversed in crossing the mountains. A mile or two beyond the summit on the Crook County side are located the Ochoco mines. A tunnel runs into the mountain 1550 feet. The dump is low value ore, running from $2.15 per ton to $6 or $7. Stringers of much richer ore occur, but not in paying quantities. Ten or 12 miles distant is Lookout Mountain with its deposits of cinnabar. In some specimens the native quicksilver may be seen by the aid of a glass. I am told that it runs from 1½ to 5 per cent mercury. It does not approach in richness the Southern Oregon deposits of cinnabar. With depth it may improve, however. The tunnel at the Ochoco mines is on the Mayflower lode. The work is abandoned at present. Many thousand dollars have been spent in the purchase of the machinery—compressed air drills, boiler, engine, asaying outfit, etc. The tunnel has been cut into the solid rock. Here and there I noticed a few yards of timbering, but the greater part is untimbered. The mine is located on Belcher's Gulch, which has been worked as a placer mine for many years. Some Portuguese in early days discovered gold on Scissors Creek, but not in paying quantities. Next year, higher up the mountain, Milton Belcher discovered the gulch which bears his name. Crook County has many interesting pioneers and many resources not generally known. For example, it raises excellent fruit and vegetables. The residents of the county were skeptical of the ability of the county to raise fruits till some venturesome and enterprising ranchers put in small experimental orchards. But of Crook County and its resources in my next letter.

FRED LOCKLEY, JR.

RICH NEGRESS

She Made Her Money in Mining Lands.

CLEVELAND, Nov. 8.—Owen G. Fischer, a colored man, who keeps a saloon at No. 537 Erie street, has received from his sister in Chicago word to the effect that she has stumbled into a great fortune, which will probably make her the richest colored woman in the world.

Some years ago Miss. Luiy Davis was a domestic in the family of Dr. W. S. Stirman, an old Kentucky family. She was herself born in Kentucky, and brought up in the doctor's family. At one time the doctor was making an investment in Colorado gold mining land. Mrs. Davis overheard the doctor give a glowing account of the wealth made in a minute in the gold districts, and at once wished to invest a small sum of money which she had saved.

The doctor finally consented to place for the woman in a piece of land in Infield, near Cripple Creek. With the money he bought a small piece of ground, 50 by 150 feet, in Mrs. Davis' name. This was ten years ago. It was generally thought some time afterward that the district in which the land was located was worthless, but the young colored girl could not be induced to part with her property, but clung to the idea that perhaps some day it would be worth something. She had about given up this hope when a few days ago, her brother states, a Cripple Creek mining company offered Mrs. Davis, who now lives in Chicago, $600,000 for the property.

Mrs. Davis consulted a lawyer, who advised her that if the company wanted to buy the land for $600,000 it was probably worth much more. She at once answered the company that she would sell the land for $1,000,000. At the same time she sent experts to the district to make an examination into the property to test its value.

Mr. Fischer, as soon as he received the letter, which asked him to come on to to Chicago and accompany his sister to Plainfield to look after the property interests, began to make preparations to leave.

CHANGES IN OFFICES.

SPOKANE, Nov. 8.—Following the resignation of J. L. Cramer as general auditor of the Great Northern to become assistant controller of the Rock Island, six promotions became effective November 1. G. R. Martin, auditor of disbursements, is appointed auditor; F. E. Draper, auditor of freight receipts, auditor of disbursements; F. H. Parker, auditor of passenger receipts, auditor of freight receipts; C. W. Tilton, chief clerk in the office of the auditor of passenger receipts, acting auditor of passenger receipts; J. A. Sandberk, chief clerk of the auditor of disbursements, assistant auditor of disbursements, and C. S. Sikes, chief clerk to the auditor of freight receipts, assistant auditor of freight receipts. The office of general auditor is replaced with the office of auditor.

Use Queen Bee Cough Drops.

PRISON REFORM

England to Keep Old Criminals by Themselves.

LONDON, Nov. 8.—In England's four great convict prisons at Dartmoor, Portland, Parkhurst and Borstal, young convicts are in future to be treated as a class apart, and every possible means will be employed to keep them from associating with the older criminals. They will be officially known as "juvenile adults," the term applying to those who at the time of conviction are 21 years of age or under. The scheme is already in force at Dartmoor, where schoolmasters are employed in teaching the youths. An ex-army officer trains them in physical culture, and they are instructed in carpentery to aid them in earning a living when liberated. Another advance step in prison reform has been made by the abolition of oakum picking by female prisoners. In its place needlework has been adopted, and it will in future be the task of the women convicts to make their own garments and also those of the male prisoners.

BUILDING PERMITS.

Mike O'Connor, 2-story dwelling, Tillamook and E. Eighth $2,800 00
Dr. Johns, repairs. First and Salmon 500 00
M. S. Morgan, 2-story dwelling, E. Tenth and Prescott 1,800 00

IN THE RAILROAD WORLD.

"MANY KICKERS" SAYS SWIGERT

City & Suburban Improves Streets.

$65,000 Expended in Improvements. Changes in the Time Schedule.

"During our present improvements," said General Manager C. F. Swigert of the City & Suburban Street Railway Company yesterday afternoon, "our company has spent in all about $65,000, of which fully $35,000 has been spent on street improvements alone, which does not include the cost of the rails. The rails are bought by the ton, and having bought about 360 tons, the cost of the rails amounts to $13,500. Three hundred tons of these rails are for straight track and the other 60 tons will be used for switches and curves."

C. & S. IMPROVEMENTS

Credit must be given the City & Suburban Company that whenever they commence to do anything they do it right. The ordinance providing for the franchise of this company stipulates that street railways must pave not less than 10 inches on either side of the track. This company is paving from 12 to 15 inches on the inside and outside of the tracks.

The franchise further stipulates that the city is to pave the road between the two sets of tracks on Third street. However, the City & Suburban Company will repair the "devil's pit" at its own cost. As may be seen the rails cost a little over a fifth of the total cost of improvement, thus showing that most of the money expended has gone to direct street improvement.

C. & S. MILEAGE.

The City & Suburban operate on 65 miles of single track and cover a street mileage of 40 miles. The total debt of the company is $38,000 per mile, making a total indebtedness of $2,470,000, which compares very favorably with that of other roads. In Minneapolis the debt of the street railways amounts to $114,000 per mile, and in San Francisco even more. About 85 per cent of the bonds and 90 per cent of the stocks are owned by Portland citizens.

There are in all 54 cars of this company that run all day, a little larger number from about 6 a. m. until 7:30 a. m., and 65 cars during the evening hours, between 5 and 6:30. There are 23 cars that measure 28 feet, the others are 30 feet long.

TIME SCHEDULE OF CARS.

As to the time schedule of the cars, it is one of the best in the country, despite the vociferous kicks of persistent kickers. Mr. Swigert says: "We are away ahead of other car systems in the way of time. The main trouble is that Portland is blessed with a lot of kickers who know no better. Take the people of Seattle, and note how they "boost" the car systems over there, as well as everything else. The car system in Seattle is one of the poorest in the country, and yet the people of that city say that they have the best car service in the United States, and encourage all enterprises. Where on the other hand Portland has a great many chronic kickers, otherwise known as "knockers." I think it is about time that Portland people should take an interest in everything that is for the city's welfare. Yes, the Seattle citizens are good examples of what Portland citizens ought to be.

"Of course, I am not speaking of any particular individual, but of a particular class of individuals who are continuously kicking for want of anything else to do."

CHANGE IN MT. TABOR SCHEDULE.

Mount Tabor cars will, after next Wednesday, run every five minutes between the hours of 6:30 and 8:30 a. m. and 4:30 and 6:30 p. m.

The Third street cars will probably resume their usual run on Third street by the middle of next week.

TWENTY-ONE MONSTER ENGINES

The largest engines in the West are now being run on the Idaho and Coast divisions of the Northern Pacific, and are known as "battleship" engines. They have but one practical limit to their power, and that is the number of cars that can be handled by a single crew. The head-on collision near Yakima last summer exemplified the superiority of the monster machines over the old-style engines. A train drawn by a "battleship" engine crashed into a double-header, smashing both the smaller engines into scrap iron, while the big engine was not damaged at all, except its pilot.

To get into the cab, it is necessary to ascend a flight of stairs. The boilers are so big that they were hung over the drivers instead of between them. The height is that reached by three men standing on each other's shoulders. The cylinders are arranged tandem, and are double on each side, giving the class name to the engines, which are 69 feet long. The engine crews have found the machines uncomfortable, and a bulletin has been posted cutting down the loads to 900 tons.

TO RUN CARS INTO GRESHAM

The local management of the Oregon Water Power & Railway Company, announce that their cars will commence running into Gresham by December 1. At present the road extends to Lents, and track laying between that station and Gresham will commence as soon as the weather will permit. Grading is almost impossible in rainy weather. However, the line from Gresham to Clackamas Falls, near Springwater, will be graded as soon as possible.

The contractors, Winters, Parsons & Romar, of Spokane, arrived yesterday in Gresham, with a complete grading outfit, consisting of 70 teams, 40 wheel scrapers and a miscellaneous lot of tools. It is expected that a crew of 150 men will be put to work in constructing the road.

The company expects to run steam motors at first, until the line is electrified.

COLUMBIA RIVER AND NORTHERN

Thirty-Five Miles Ready for Track Laying.

Portland Capital Exclusively Used in Building Road. Officers.

"The Columbia River & Northern Railroad will be completed by March 1. The rumor that this road is connected with any other, be it trans-continental or local, is false. The road is being built and will be operated with exclusive Portland capital. No New York Exchange or Wall street has anything to do with it. As to the Northern Pacific's nosing around the road which we are building, they are simply reconnoitering, and keeping informed on the situation."

The above statement comes from Geo. Simons, auditor and purchasing agent of the company.

FROM LYLE TO GOLDENDALE.

The road is being built between Lyle and Goldendale, a distance of 45 miles, extending through the heart of the Klickitat Valley. The road is fully equipped for both freight and passenger traffic. Ninety freight cars and 10 passenger cars are now at the terminal yards awaiting for an opportunity to be shipped to their proper destination. The freight cars include box cars, flat cars, ballast cars and stock cars.

The company also owns two engines, which are sufficient at the present time, during the process of construction.

MODERN EQUIPPED CARS.

The cars have modern appliances in the shape of automatic and brake engines equipped with air sanders, air bell ringers and air train pipes. The passenger cars are equipped with steam from locomotives or in the regular steam heater fashion.

The locomotives are built to burn crude oil, appliances now being placed on the road for that purpose. This will be the first road in Washington to use oil.

The wharfboat, which is the floating depot of the company at Lyle, is nearly completed and ready for transaction of business.

REGULATOR LINE BOUGHT.

The company has purchased the Regulator line of large and spacious steamers, which they will run in connection with their railroad. Thirty-five miles of the roadbed are ready for track laying, which will commence within ten days after the company's cars are transferred from the Oregon side to the Washington side of the Columbia River.

Contracts were awarded and work was commenced on April 10 last, ten days after the company was incorporated.

OFFICERS OF THE COMPANY.

The officers of the Columbia River & Northern are Rufus Mallory, president; H. L. Pittock, vice-president; E. E. Mallory, secretary; First National Bank, treasurer, and H. C. Campbell, manager. The directors are the officers and Milton W. Smith, H. W. Corbett, J. B. Ayer, Charles Coggswell and C. F. Swigert.

NEWS NOTES OF THE RAILROADS

Of Interest to Oregon in General, and Portland in Particular.

The Great Northern and Northern Pacific will run on the first and third Tuesdays in November and December, homeseekers' excursions to points in North Dakota west of Dallas City.

The Southern Pacific has ordered 50 passenger cars from the Pullman Company.

The Chicago, Milwaukee & St. Paul is building 1,300 freight cars at its West Milwaukee shops.

The New York Central & Hudson River has ordered 10 baggage cars from the American Car and Foundry Company.

The Chicago, Burlington & Quincy has ordered 50 coaches and 40 chair cars from the American Car & Foundry Company.

The Chicago, Milwaukee & St. Paul is building 150 vegetable cars, to be followed by 200 40-foot flat cars of 60,000 pounds capacity, and 300 combination ballast gondolas of 80,000 pounds capacity.

Twenty-seven thousand persons are employed by the Rock Island system on their roads and in their offices. Estimating even a family of four to each family, the road is feeding more people than the entire population of Portland.

Railway officials at St. Paul estimate that between 40,000 and 50,000 colonists have gone into the Far Western, Northwestern and Southwestern states in September and October. The movement of homeseekers and settlers, they say, has never been so great in the history of Western railroads.

President C. S. Mellen, of the Northern Pacific, says that the purchase of the Burlington by the Northern Pacific had not affected the entity of either system, and since the acquisition of the Burlington the Northern Pacific has done more business than ever before.

The Denver & Rio Grande has issued circulars asking for bids on freight cars.

The Chicago & Northwestern is in the market for passenger cars.

Work was begun recently by the Chicago & Northwestern on a cut-off from Mayfair, about seven miles northwest of Chicago, to Lake Bluff, on the Milwaukee Division, 26 miles distant. The line practically parallels the present line of the Milwaukee Division, but will be used chiefly for freight traffic to relieve the main line.

An officer of the Southern Pacific writes that the projects to build a cut-off between Stockton and San Francisco, and to build into the Tonopah mining district, which have been considerably agitated in local press reports recently, are purely fictitious.

Grading on the projected Oregon & Pacific road from Crescent City, Cal., to Grants Pass, Ore., approximately 82 miles, will begin the 1st of January. Surveys have been completed. The work involves four tunnels. Except for about 20 miles the road lies through a timber country. Colonel T. W. M. Draper, of San Francisco, is chief engineer.

Pullman Company officials deny there is in contemplation a plan to remove the works from Illinois to Cleveland.

It is hinted that the Southern Pacific's double service between New Orleans and the Pacific Coast may lead to rate troubles between the transcontinental lines.

G. M. Boissevan, of Amsterdam, a heavy stockholder in the Harriman lines, and who was active in the reorganization of the Union Pacific, is on a business and pleasure trip in the West.

It is said that the Harriman interests contemplate the construction of four ocean steamships at a cost of between $2,000,000 and $3,000,000, to ply between Portland and Asiatic ports. The report is insistent in spite of Mr. Harriman's interest in the Pacific Mail.

An announcement comes from Omaha stating that the Chicago, Milwaukee & St. Paul had not yet decided to run through trains to the Pacific Coast over the Union Pacific. The volume of traffic will be the determining factor in this problem. If the road puts on through passenger trains it means an extensive enlargement of the service from Omaha to Chicago, and it is regarded as questionable whether the traffic is sufficient to justify this.

The tracks of the Portland, Vancouver & Yakima railroad are all laid. The distance covered is 16 miles, and the only thing necessary to make the road entirely complete is the ballasting of the track, which is now being done. It is said that the Northern Pacific controls the line, and in a short time will probably own it, as it has done with the Oregon & Washington road.

THE M'KAY WILL

It Has Been Filed in Washington, D. C.

WASHINGTON, Nov. 8.—The will of the late Col. Nathaniel McKay, concerning the provisions of which there has been considerable speculation since last July, will soon be placed on file in the office of the register of wills for the District of Columbia.

Justice Barnard, sitting for probate business this morning, issued an order requiring Attorneys A. S Worthington, Charles C. Cole and Henry F. Woodard to forthwith produce and file with the register of wills for the District the will of Col. Nathaniel McKay.

It was stipulated in the order, however, that the filing of the instrument here should be without prejudice to the question of domicile.

The attorneys state that the order will be complied with and the instrument will be placed on record at once.

The will of Col. McKay, which will soon be placed in the hands of the register of wills, is dated July 7, 1902, and was signed by Col. McKay at Atlantic City, N. J.

It appoints Mrs. Mabel Grace McKay, Admiral Philip Hichborn and Henry F. Woodard executors of the instrument. A bequest of $25,000 is left to Samuel E. Tatum, Col. McKay's private secretary, and the testator's body servant, Mitchell, is to receive $1,500. All the rest of the estate, real, personal and mixed, is left to Mrs. Mabel Grace McKay, Mrs. Elizabeth Wiedersham and Mrs. Harriet A. Knelsley, jointly and equally. The instrument stipulates that if any devisee or legatee under the will shall contest the same he or she shall be barred from receiving any part of the estate.

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