

### OREGON TRUNK TO CALIFORNIA?

#### Nevada People Scent Hill Interest in Proposed Extension.

(Special Dispatch to The Journal.)  
 Reno, Nev., Dec. 10.—One of the most significant moves shedding light on the still existing struggle between the Hill and Harriman road plans for supremacy in transportation between Pug- of sound and the gulf came to light with the publication of a notice of stockholders' meeting of the Nevada-California-Oregon railway.

The notice in itself has no particular import to the average reader but to those who have watched for years the progress of the rivalry between the Hill and Harriman interests it is fraught with great interest.

The notice states that the object of the meeting is to amend the original articles of incorporation of the Nevada-California-Oregon railway and to provide for the extension of the road a distance of 500 miles northwesterly, from Reno instead of 100 miles as formerly. The intention appears to extend the road to The Dalles on the boundary line between Oregon and Washington.

The proposed change indicating perhaps in its remote way the intention of the management reads as follows:

"From the town of Reno in the state of Nevada the country of Washoe, state of Nevada, into and through the counties of Sierra, Lassen and Modoc in the state of California, and through the counties of Lake, Crook and Wasco in the state of Oregon to a point near the city of Dalles, on the boundary line between the states of Washington and Oregon, a distance of about 500 miles."

In the Hill plan there is seen the construction of the Smith road out of Sacramento due east to the south elbow of Lake Tahoe and the contemplated extension of the Virginia & Truckee southwest with possible extension. The Hill would give an outlet from San Francisco to Reno via the Smith road and the V. & T. and a farther outlet north via N. C. O. "With an extension over the Columbia river the direct route Portland and Puget sound would be reached."

### CONTRACTORS BUSY ON SNAKE RIVER

#### Well Known Railroad Builders Look Over Field Above Lewiston.

(Special Dispatch to The Journal.)  
 Lewiston, Idaho, Dec. 10.—Porter Bros. & Welch, well known railroad contractors, are said to be reconnoitering in the Snake river district above Lewiston. Engineers have been in the vicinity for two weeks, but the heads of the firm are now personally looking over the field.

Porter Bros. & Welch are known as Hill line contractors and were engaged in the work on the Grangeville line when that road was being built by the Northern Pacific. Their presence in this vicinity at this time indicates that steps are being taken for the letting of a contract for railroad construction at an early date, but thus far neither the Hill or Harriman interests have announced when or where any building will begin in this section.

**Fight May Be Coming.**

It is believed that the recent merger of the Harriman lines of the northwest under the Oregon & Washington Railroad & Navigation company will precipitate another war between the Hill and Harriman interests in the Lewiston and what is known as the Clearwater country.

While both interests are operating lines jointly from Riparia to Grangeville under a 99 year agreement and lease, the terms of which are ironclad and perhaps cannot be broken, it is believed that the ultimate result will be the purchase of the half interest by either one or the other of the big companies leaving the two interests free to carry out their own plans for construction.

**Who Is Behind This Line?**

It is contended in some quarters that the Gilmore & Eriaburg road, whose surveys follow the Salmon river and Snake river to Lewiston, is backed by

### HEAVY MACHINERY IN VALE OIL FIELDS



Mammoth Oil & Gas company's rig, capacity 4000 feet.

the Hill interests, while in other quarters the view is held that Harriman interests are behind this line. It is not believed that Porter Bros. & Welch are looking over the Snake river Hunting-ton-Lewiston line of the Harriman interests, but are in this section with a view of examining the topography of the country and surveys of the Gilmore & Pittsburg road, on the theory that the latter is a Hill line.

That railroad construction in this section is contemplated at a very early date is evidenced by the fact that representatives of the well known railroad contractors have been making inquiries for the purchase of horses as well as horse feed, indicating that the contingency is arising making this an important factor in railroad construction work.

**Steel Bridge in Use.**

(Special Dispatch to The Journal.)  
 Bandon, Or., Dec. 10.—The steel bridge across the south fork of the Coquille is open for traffic. E. G. Perham was the contractor and the cost of the bridge was \$3900.

### CATHOLIC MONASTERY BUILDS WATER PLANT

(Special Dispatch to The Journal.)  
 Lewiston, Idaho, Dec. 10.—Charles Norlin has the contract for installing a two-mile pipe line from Cottonwood butte to the Catholic monastery. The ditch work for the new system was excavated by Mr. Norlin at the time he was engaged in the installation of the new water system for the town of Cottonwood, but the delay in the arrival of pipe made necessary a suspension of the work until the present time. Mr. Norlin expects to have the line installed and ready for service in about ten days.

The new system for the monastery takes its water supply from large springs on the butte and brings the water to the buildings at a fall of about 800 feet. The water will be used for domestic purposes, as well as for supplying power for driving an electrical lighting and power plant.

**New Block at Redmond.**

(Special Dispatch to The Journal.)  
 Redmond, Or., Dec. 10.—Mayor F. M. White is building a two-story business block on his property on Sixth street. The building is to be 25x80 feet in dimensions.

### 800 ACRES GIVEN TO EARLY FRUITS

#### Snake River Orchardists Plant 70 Acres During Early Winter.

(Special Dispatch to The Journal.)  
 Lewiston, Idaho, Dec. 10.—The firm of White Bros. & Crum is engaged in the planting of 70 acres of fruit on the Lake place, near Wawawai, the land having been acquired during the last season. The Lake place is located nearly opposite the big LaFollette ranch, purchased by White Bros. & Crum two years ago, and when the planting now under way is completed, the company will have an aggregate fruit acreage in the Snake river valley of more than 800 acres.

The company is considering two systems for holding the water from the river, the one being by current motor, while the other is the steam or gasoline engine pumping plant system. A decision will be reached, however, within a very short time and a sufficient force of men will be put to work to insure the completion of the system by the opening of the irrigation season. The company is making extensive improvements to the irrigation system on the LaFollette place.

The large per cent of the company's acreage is devoted to the growing of peaches, plums and apricots, though pears and summer apples are grown in considerable quantities where conditions are favorable. The company has been particularly fortunate in securing its orchard lands in sections where the season is from ten days to two weeks in advance of the other districts and where serious frost damage has never been sustained.

### LAKE COUNTY HAS \$2500 PER CAPITA

#### County With 4000 People Has Bank Deposits of More Than \$1,000,000.

(Special Dispatch to The Journal.)  
 Lakeview, Or., Dec. 10.—Lake county has the largest per capita wealth of any county in Oregon. There is more than \$1,000,000 on deposit in the banks of Lakeview and much more is banked throughout the county in the smaller towns. The estimated population is about 4000. This makes a total of about \$2500 for every man, woman and child in the county. There is no poor house and not a pauper in the county. Lakeview has increased in population during the past two years about 50 per cent.

The N. C. & O. railway is building from the south into the county and there is every reason to believe that the end of next year will see the Oregon Trunk and the Harriman lines into the northern portion of the county. The new settlements at Fort Rock, Fremont, Arrow, Lake, Cliff and Viewpoint are prospering and many new people will come into these sections of the county next year. These places are all new postoffices that have been created during the last four years, five of them within the last year or two. There are new stores at Fremont, Cliff, Lake and Fort Rock and every one is doing a good business.

There is a strong movement throughout the county for good roads and the county judge, Bernard Daly, is pledged to the securing of the best roads in the state for the county. The task is to be commenced in the spring with every road getting its share of the improvements.

In the northern part of the county a number of schoolhouses are being built to take care of the settlers' children. In the Christmas Lake valley alone there are six new schools and two more have been contracted for the coming year. There is a new school at North

### PENDELTON POULTRY SHOW ON NEXT WEEK

(Special Dispatch to The Journal.)  
 Pendleton, Or., Dec. 10.—The second annual exhibition of the Umatilla-Morrow Poultry association will be held in Pendleton, December 18 to 18 inclusive. The executive committee is striving to make the coming exhibition the best in every way that the state of Oregon has ever seen.

The management is showing commendable enterprise in sending to Illinois for one of the foremost of the eastern poultry judges who will place the awards at the coming show.

In addition to the large number of merchandise specials and the valuable cash prizes to be awarded at the show, there are eight beautiful silver cups of the value of \$25 each. The total value of all prizes offered will be near \$1000.

Prizes will be awarded by the French national congress of firemen for maxima to be taught school children so that they will realize the danger of fire.

### ANAEMIA AND WEAKNESS

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### EUGENE WILL TRY OUT NEW STREET LIGHTING

(Special Dispatch to The Journal.)  
 Eugene, Or., Dec. 10.—A sample of the proposed street illumination that has been selected by the Commercial club will be suspended across the street in front of the Club building at Tenth and Willamette streets for the inspection of the business men of the city, in order that an expression may be rendered upon it before it is used to replace the present streamers that light the streets. The new type will arch the street but its characteristic will be its permanent feature and its uniformity, its contrast to the irregularity and festive appearance that present strings of incandescents give.

The arches are made of steel cable and stand in a convex curve over the street, not as the double dip of the present ones. Each arch has 10 25 candle power tungsten lamps and they are fitted with reflectors that are especially adapted for street use. The advantages of this form of light are many other than their appearance. The cost in the first place is less than that of the present form of lighting, and the amount of light produced is double that now given. The Tungstens will produce 220 candle power, while the 25 lights in each string now in use only produce 200. The reflectors almost double the intensity of the light.

The cost of installation is less than putting in the post and cluster light system. Each will cost about \$24. This is about the cost of a post and cluster, but where six or eight posts are needed for a block only four arches are needed. The cost per block of posts would be \$384, while the same distance of arches would be only \$252. The cost of maintenance of the Tungstens is less than that of the present incandescents.

### REDMOND PURCHASES PRIVATE WATER PLANT

(Special Dispatch to The Journal.)  
 Redmond, Or., Dec. 10.—Redmond has a municipal water system, having purchased the plant put in by the Redmond Townsite company. The city had no funds in the treasury with which to make the purchase but finally the deal was handled through H. F. Jones and B. A. Kendall. These gentlemen furnished the money and took the city's paper for the amount.

A contract to extend the system has been awarded J. O. Cooley who is now at work on the job and has all of the three thousand feet of main laid. The pipe runs three blocks on Seventh, Sixth and Fifth streets. Fire plugs have been located at convenient places so that every business house in town can be reached by hose in case of fire.

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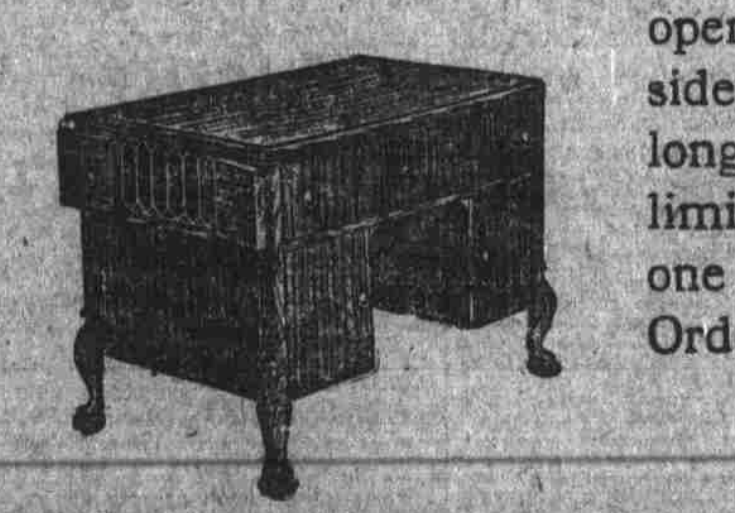
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