

STRIKE BLOW AT PORTLAND.

California Capitalists wants C. & E. Railroad.

The Corvallis & Eastern, a railroad that has had the most checkered career of all Oregon roads, is the subject of negotiations between its present head, A. B. Hammond, and California capitalists. The Californians have a plan to extend the road across Haystack pass in the Cascades, and through the country watered by the head streams of the Deschutes river, then make a long curve southeasterly through the Harney county lake country, their ultimate goal being a connection with the O. R. & N. at Ontario.

A road in which they are now interested is being built northward through northern California and is nearly to the Oregon state line. This road would be extended in a northwesterly direction to connect with the projected Corvallis line at a point in Harney county. All this region is now for hundreds of miles without transportation facilities. It contains hundreds of thousands of acres of alluvial soil that will be vastly productive as soon as irrigation reaches it. It has the greatest timber wealth of the entire northwest, and it is certain to attract railway builders from some quarter within the next decade. The scheme of the Californians has for its central object the capture of this territory and the drawing of its products and trade to San Francisco. Should the project succeed it would be a blow to Portland.

LINE OF ROAD.

The Corvallis & Eastern railway is 132 miles long, beginning at Yaquina bay and extending eastward to the little town of Idanha, in Marion county. Should the road be pushed across the state to Ontario, and then a line 57 miles to Portland from Nehalem, its station nearest this city, the road would be like a capital letter Y, the stem reaching across the state, one prong ending at Yaquina bay and the other in Portland, and the scheme of the Californians would be reversed.

IT GOES BANKRUPT.

The Corvallis road is the property of A. B. Hammond and H. E. Huntington, but the latter's interest in it is not regarded as an obstacle in the way of Portland, since it is known that Mr. Huntington and Mr. Harriman have parted company. The road was originally projected by farmers, and after a long struggle against Southern Pacific and O. R. & N. influences it was finally built at a cost of \$8,000,000. In 10 years it went into bankruptcy and was sold under the hammer to Hammond and Huntington for \$100,000, less than the cost of the old iron. It was originally the Willamette Valley & Coast railway, and was designed to cross Oregon and connect with the Union Pacific at Boise, Idaho. The promoters Col. T. E. Hogg and his associates, secured aid at Washington, and the government spent \$600,000 in constructing jetties at Yaquina bay and improving the harbor. The road when completed as far as Detroit and equipped, including two river steamers, an ocean steamship and a large tug, cost \$8,000,000. Wallis Nash, who is now a resident of Portland, was one of the builders.

TOOK 10 YEARS TO BUILD.

It began operations in 1882, and was completed in 1892. After its failure and purchase by Hammond and Huntington, the new owners sold the ships and tug for more money than they had paid for the entire property. They changed the name to the Corvallis & Eastern, and plans for its extension were talked of, but nothing has ever been done. Mr. Hammond lives in San

Francisco, and shows no interest whatever in the development of the property. The road is said to pay expenses, but no more. Its extension to Ontario would cost about \$9,000,000. It would give a route from Ontario to Portland 475 miles long, or about 30 miles shorter than the O. R. & N. route, and its grades would be only 1 1/2 per cent on the east side of the Cascades and three per cent on the west side.

THROUGH GRAND COUNTRY.

It would pass through the greatest timber belt in the world, consisting of yellow fir, sugar pine, spruce, cedar and hemlock, and through the Harney lake country 75 miles long by 30 miles wide, with an alluvial soil, into which settlers are now moving 100 miles by wagon from Shaniko. Trade control and development of this country is regarded, by those who have carefully investigated it, as of supreme importance to Portland.

OAC Alumnus Married.

On the evening of Sept. 8th, in the tastefully decorated parsonage of the United Evangelical church of Dallas, Miss Elsie Canfield, an '03 graduate of OAC, and Rev. A. I. Ferch, of Odessa, Minn., were united in the holy bonds of matrimony by Rev. A. A. Winter. The decorations were in green and white, with an abundance of potted plants. A beautiful floral arch was also arranged, and, under this, the bride and groom stood during the services. The bride presented a pleasing appearance in her wedding gown of chiffon, carrying a bouquet of carnations. Many valuable presents were received.

After congratulations, light refreshments were served, and the remainder of the evening was spent in a very pleasant and sociable manner with a few invited friends of the contracting parties.

Mrs. Ferch is the daughter of F. J. Canfield, a prosperous farmer of Yamhill county. During the last year, she was one of the esteemed professors of Dallas College. It was with reluctance that the Executive Committee of the institution accepted her resignation. The best wishes of the Board of Trustees, fellow teachers and students accompany her upon her new voyage of life and larger field of usefulness. Mr. Ferch is a devoted young minister of the United Evangelical church, and was recently appointed as a foreign missionary to Hunan, China. He graduated last June from Western Union College, at LeMars, Iowa, receiving the degree of Bachelor of Divinity.

Mr. and Mrs. Ferch left Dallas Friday on the north-bound train. They will spend a week or so visiting her people in Oregon, after which they will go East and visit his relatives in Minnesota for a time.

They will sail for China about the middle of October, and after December 1, in their far-away home, at Chancha, in the province of Hunan, they will be at home to their friends; where all calls will be greatly appreciated.

Costly Fires.

From Bakersfield, California, is reported a two hundred and fifty thousand dollar fire, caused by the match or other fire producing material of a careless smoker. Albany had a fire not long ago, which was serious enough and might have been more so caused evidently by the same thing. Corvallis had a fire by which a family lost their house, furniture and the result of their summer's work. Any one of these fires, in their earlier stages could have been put out with a Drypowder Fire Extinguisher, which is sold at the cost of only three dollars. Isn't it poor policy to be without this handy article in the house.

WANTS BACKING OF PUBLIC.

Manager Wilsey Explains Plans in Letter to People.

The following letter from W. J. Wilsey, manager of the Willamette Valley Electric Railroad Company, published in the Junction Times, explains the proposition of the company on the issuance of 30,000 shares of stock:

Eugene, Or., Sept. 3, '04
Editor Times:—At a meeting of the board of directors of the Willamette Valley Electric Railroad Company, the matter of accepting cash bonuses from the cities and towns through which our lines will go was discussed, and it was unanimously decided to not ask the people for such bonuses, but rather that there be placed in the treasury of the company 30,000 shares of the capital stock, same to be sold to the people that will be most benefited by the building of the road. The price per share to be \$7.50, the par value being \$10.

In addition to this, the company to give such purchaser of stock a written guarantee to redeem the stock at the end of seven years at par, at the option of the holder. The dividends on this stock will pay a good interest on the money paid for it, so that the investment is a safe one, the people are taking no risk, are giving nothing away and at the same time are encouraging the establishment of an enterprise of which they will receive the greatest benefit. We want the people with us, and by giving them a share in the company, they will be one of us.

The company stands ready to build the lines, but believe the property owners to be benefited by the lines should show their good will by subscribing enough of the capital stock to build the power plant, which will cost the amount of money mentioned above. If they will do this, we will build the road.

The entire cost of this system will be about \$6,000,000, and the small amount of stock subscriptions asked from the people should be an incentive for them to take hold of the proposition, as the people generally understand that their lands will be worth from \$5 to \$20 per acre more than they are now and that they will have an opportunity to market their products of whatever nature, at less than half the present cost. By ruaning this line from Portland to Eugene, thence to Florence and Coos Bay, we will open the markets of the world to them.

We hope that your people will come in with us and subscribe for a small block of stock. We have terms to offer to those who prefer or need them. As soon as we see that this is being done, we will begin the work of construction and push it to completion as rapidly as possible.

WILLAMETTE VALLEY ELECTRIC RAILROAD COMPANY,
W. J. WILSEY, Mgr.

Said He was Crazy.


"The population of Eddyville was in a high state of excitement Friday night when the C. & E. west-bound train pulled into the depot," says W. E. Yates who happened to be over there on business. A big fat stranger had been acting exceedingly queer, had frightened all the women and children and was then a hiding in the bushes, because all those fit for military service were scouring the country with loaded shotguns.

Along in the afternoon of Friday the man was seen walking on the railroad track, but when approached by two men, dashed suddenly into the undergrowth and disappeared. The men were greatly surprised, but paid little heed to the man's actions. The fellow appeared later on the railroad track and was seen by several people who approached

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The most radical price reduction of the most successful sale in our history will prevail. We expect to make a *Clean Sweep* of all our boys' and youths' clothing and, to accomplish this, during the month of Sept. we are going to issue coupons which we hope to place in every home in Benton county.

Be sure and Cut this out.

These Coupons good for

Only one coupon may be applied on each suit. During this Great Sale these coupons will be applied on Cash Sales or Produce Exchange only. We also wish to impress you with the fact that we are not placing on sale an inferior grade of Clothing, but of the famous **Jane Hopkins** make, the best in the world for the money.

You'll be welcome here—Everybody is.

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CORVALLIS, F. L. MILLER, OREGON.

When you see it in our Ad., it's so!

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\$1.50

If applied on any \$4.00, \$4.50, \$5.00 Boy's or Youth's Suit in our Store.

\$2.50

If applied on any \$6.50 to \$10.00 Boy's or Youth's Suit in our Store.

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For genuine bargains in furniture, carpets or wall paper, we can suit you to a T. We offer you no buits, coupons, lotteries or other disappointing illusions. We give you the best possible value for your money. It is our aim to please

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to disappoint none. Do we make mistakes? Well! sometimes—everybody does. But we are willing, and anxious, in every case to correct them.

WE HAVE JUST PURCHASED FROM J. D. MANN & CO. THEIR ENTIRE STOCK OF

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AND OFFER A LARGE RANGE OF STOVES, GRANITE AND TUB WARE AT LOWEST LIVING PRICES.

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