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**EXTENSION TO  
SAN FRANCISCO?**

**HILL-GOULD PACT IS  
RUMORED**

Construction of Oregon Trunk to  
Lakeview and Connection With  
Western Pacific is Latest Report  
In Railroad Lines.

(Portland Oregonian.)

A combination of interest that will  
provide an entrance for the Hill  
lines into San Francisco and for the  
Gould road into Portland is a prob-  
ability early in the new year, in con-  
nection with which Joseph H. Young,  
president of the local Hill lines, now  
is in California.

Acquisition of the Nevada, Cali-  
fornia & Oregon road, now opening  
between Reno, Nev., and Lakeview,  
Or., is one detail of the plan that calls  
for early development. While this  
is a narrow gauge line, work on con-  
verting it into a standard gauge al-  
ready is under way. Between Reno  
and Doyle, Nev., where it connects  
with the Western Pacific—the Gould  
line to San Francisco—it has been  
completed.

It is understood that the Hill in-  
terests have arranged with the West-  
ern Pacific to take over the line un-  
der joint ownership and connect it  
with the Oregon Trunk, now oper-  
ating to Bend in Central Oregon.

**Route South of Bend Surveyed.**

This connection will make the link  
between Portland and San Francisco  
complete, and will allow the Western  
Pacific to run its trains into Port-  
land over the Oregon Trunk and  
North Bank roads, and will give the  
Hill lines their much-sought entrance  
into San Francisco over the Western  
Pacific.

It always has been the plan of the  
Hill interests to invade California  
over the Oregon Trunk. The Oregon  
Trunk, in fact, was built with that  
end in view. The route south of  
Bend into the Sacramento Valley has  
been surveyed. Ralph Budd, who  
resigned as chief engineer of the  
North Bank and Oregon Trunk roads  
a few weeks ago to become assistant  
to Carl R. Gray, president of the  
Great Northern, put in seven months  
in making the survey. That was  
immediately after he left his work  
on the Panama Canal and before he  
made his appearance in Oregon as the  
right hand man of John F. Stevens,  
who built the Oregon Trunk. Even  
while Mr. Stevens was masquerading  
in Oregon as the mysterious "John F.  
Sampson," Mr. Budd, with a crew of  
men in the employ of the Hill roads,  
was running lines southward from  
Bend into California.

**Easy Grades Obtained.**

He proved that construction of a  
road such as suggested by this sur-  
vey was possible on astonishingly easy  
grades. At a point about 50 miles  
south of Bend the survey reaches its  
greatest altitude. From that point  
the grade descends gradually into the  
Sacramento Valley at a maximum of  
six-tenths of 1 per cent.

Theoretically, it would be possible  
to start a boxcar at this point of  
highest elevation and it would roll  
down hill all the way either into Port-  
land or into San Francisco.

While the route that the Hill en-  
gineers surveyed did not provide for  
connection with the Nevada, Cali-  
fornia & Oregon, nothing would be  
lost by including this property in the  
proposed road. By pooling interests  
with the Gould lines, both in the  
acquisition of this property and in  
the lease of terminals, the Hill forces  
will save millions of dollars in reach-  
ing the Golden Gate.

**Goulds Seek Entrance.**

Likewise, the Gould interests will  
save a lot of money in their much-  
desired invasion of Portland. Since  
the Harriman lines have ceased to  
interchange business with the Gould  
roads at Ogden and at Denver, it has  
become necessary for the Goulds to  
seek other means of competing for  
the business in Portland territory.  
To build into Portland from their  
present properties would involve an  
expense that would be prohibitive.

An agreement with the Hill roads,  
therefore, would be helpful to both  
systems and would prevent millions

in unnecessary expenditures.

Especially since the railroads have  
adopted the policy of leasing tracks  
one to another and of entering into  
operating agreements, is it probable  
that such a plan as this will be  
adopted. It no longer is considered  
desirable for a city to have a great  
number of separate rail lines radi-  
ating from it, if the same number of  
roads can operate over a limited set  
of tracks. The money that would  
have to be spent in building parallel  
lines can be used in throwing out  
branch roads and developing the  
country.

President Young returned to Port-  
land a few weeks ago from St. Paul,  
where he conferred with other Hill  
officials. Soon after he came home  
he left for California. It is under-  
stood here that he is arranging there  
for joint acquisition with the West-  
ern Pacific of the Nevada, California  
& Oregon.

In an interview given out in San  
Francisco, Mr. Young said:

"We have no intention of coming  
into California by means of the re-  
ported agreement and running trains  
down here over the rails of the West-  
ern Pacific from the point where the  
Nevada, California & Oregon road  
meets the Gould road.

"We have our hands full with the  
roads we already have and are build-  
ing in Oregon. Even the plan to  
build from Bend to Klamath is in  
abeyance. That's a big country from  
Portland to Bend and we want to  
give it time to develop.

"There is no foundation whatever  
for the report," was the emphatic re-  
ply of Mr. Young on his return to  
Portland from San Francisco, when  
questioned concerning a reported  
conference between himself and rep-  
resentatives of the Gould interests  
when in the California metropolis.  
Mr. Young affirmed that the visit to  
San Francisco was one of pleasure  
only.

**LECTURES TO FARMERS**

Secretary of Union is Booked for  
Several in the County.

F. A. Sikes, state secretary of the  
Farmers' Union, has been engaged to  
deliver a number of addresses to the  
farmers of the county. Among his  
dates are the following: Madras,  
January 11; Redmond, 10th; Siers,  
14th; Powell Butte, 16th.

The Farmers' Union has made a  
very rapid growth in Crook County  
since being organized in 1907. The  
first local organization was the Mt.  
Jefferson, located on the Agency  
Plain. At present there are ten lo-  
cals in the county, with a goodly  
number of members each. At the  
meeting at Madras, the annual elec-  
tion of officers will be held.

**ASKS FOR PLAT VACATION**

L. D. Wiest Wishes to Improve on  
Way Property is Laid Out.

L. D. Wiest has posted notices  
stating that he will ask the County  
Court to vacate the plat of certain  
lots in Wiestoria and Center addi-  
tions. This is of property that lies  
along the division line between these  
two additions, the lots being cut up  
so that they are very short. Mr.  
Wiest is owner of all them, and it is  
his intention to have them replatted  
so as to be in Wiestoria. The fol-

**Free Fruit Land at  
Paisley**

**DON'T BE AFRAID OF U. S. GOVERNMENT CAREY  
ACT IRRIGATION PROJECTS IN OREGON.**

The day of irresponsible irrigation companies in this state is past. When  
the Northwest Townsite Company of Philadelphia took over the Paisley  
Project in Lake County, it gave the largest bond ever given in the state—  
fifty thousand dollars—guaranteeing completion of the project. Every  
three months it makes an itemized statement of expenses to the Desert  
Land Board. All of its advertising books, maps, contracts, subscription  
agreements and literature is submitted to the Desert Land Board for in-  
spection before being issued.

THE LAND IS LEVEL, FREE FROM ROCK, AND IS A RICH VOL-  
CANIC ASH SOIL. The climate is perfect for fruit, which now grows to  
perfection at Paisley.

**Apples, Peaches, Plums, Pears, Prunes.**

Construction work upon the dam and reservoir has now been in  
progress for three months, with Thomas Hawthorn, State Inspector, on  
the ground. He was formerly with the U. S. Government Reclamation  
Service on the Umatilla Project.

Send for 32 page illustrated book. Go to Paisley by automobile  
stage from Bend and see the land. Our agent at Paisley, Hugh K. Gil-  
more, will show you the land. It is free to those who pay the cost of  
putting water on it.

Northwest Townsite Co. are among the largest taxpayers in Oregon,  
owning townsite subdivisions at Prineville, Madras, Redmond, Bend,  
Burns, Vale and also the 840-acre Corn ranch at Paisley, including a 50-  
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Our bank references are:  
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Address all communications to our Portland office, 601 Yeon Building.  
Write now. The average cost of water will be \$46 dollars an acre.  
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**Northwest Townsite Co.**

308 Chestnut St., Philadelphia, Pa.

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land, was here Friday looking over  
local timber conditions with Clyde  
McKay, the deputy-state fire warden.  
Mr. Chapman is anxious that the  
Legislature make an ample appro-  
priation of at least \$100,000 for  
forest fire fighting purposes during the  
next two years. He points out that  
Oregon has one-fifth of the standing  
timber in the United States, and  
should protect it amply.

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