

Chicago Magazine Tells of Strahorn Railroads

Under the title "Railway Construction in the Northwest," the April number of the Railway Review, a railroad magazine published in Chicago, summarizes the various railroad enterprises now in evidence in Oregon. By far the greatest space is given to the Oregon, California & Eastern which Mr. Strahorn is projecting, the article covering this project as follows:

But the most ambitious railway project of the year is that intended to give the now railroadless area of Central Oregon, a region as large as the state of Ohio, a standard gauge system of some 100 miles. This has been incorporated as the Oregon, California & Eastern Ry. Co., and has behind it some 40 of the leading bankers and other business men of Portland, who have prevailed upon Robert E. Strahorn, former president and builder of various Harriman lines in the Northwest, to head the company. As will be seen by the accompanying map, the system is designed to connect the five existing railway lines which have been gradually extended up through the approaching canyons to the edges of the Central and Eastern Oregon highlands. Three existing lines are the Oregon Trunk and the Oregon-Washington Railroad & Navigation Co., reaching Bend from the Columbia river on the north; the Oregon Short Line, now approaching from Crane Creek Gap from the east; the Southern Pacific's Klamath Falls line, terminating at Kirk, at the southwest and the Nevada-California-Oregon, stretching from Reno northward to Lakeview on the south.

While the first two lines draw considerable business to Portland from Bend, it happens that by far the greatest traffic originates in the vicinity of Klamath Falls, Lakeview and Crane Creek Gap, the latter being convenient to the great Harney valley and its principal trade center of Burns. Most of the business is thus forced out to distant cities like San Francisco, Salt Lake and Boise, instead of going to Portland, to which all these Oregon communities would naturally gravitate if they were afforded the necessary facilities. Meantime development of valuable farming, forest and grazing lands totalling about half the area of the state, as well as other resources, has languished. Among these items are some 10,000,000 acres of raw grain lands, 50 billion feet of western white pine and vast stock ranges. Long impatient over this situation, which

existing lines approaching that territory do not feel justified in relieving under present unfavorable conditions, these large Oregon interests seem willing to go to the limit in backing the project. They expect their lines to prove great factors in development of the important though now large dormant resources mentioned in Central and southern Oregon, thus creating extensive new traffic for the five old lines above mentioned. But of probably greater importance is that by connecting up all the terminals or stub ends of these five lines, they expect to create a very important interchange of business with and between them.

"Fortunately the high plateau country lends itself to easy construction. There are no large streams, difficult passes or other unusual problems. Climatic and other conditions make for light maintenance and operating charges. Preliminary surveys indicate that such a cheap pioneering system can be built for \$15,000 per mile or \$5,000,000 for the entire mileage. Ownership and operation are to be entirely independent to facilitate the greatest economies in operation and the maintenance of liberal local rates. The projectors of the Oregon California & Eastern are anticipating much more than merely local traffic. All the old connecting lines will be changed into much shorter through routes. It is pointed out that the many miles of expensive haul by present roundabout routes, some on very heavy grades, is now not only of questionable value to existing roads but is an almost prohibitive tax upon further development of the country.

"The surveys of these lines have been almost completed under the direction of N. H. Bogue, who has had charge of some of the most difficult engineering of other Strahorn roads in the Northwest for the past ten years. Right of way and terminal work is also far advanced. It is expected that these details will be completed by mid-summer of this year and that some construction may be accomplished before next winter. Headquarters of the company are at Portland, Oregon, where communications may be addressed to Robert E. Strahorn, president."

For sign painting see Edwards.—Adv.

See J. Ryan & Co., for farm land loans.—Adv.

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ASKS ABOUT BURDICK

Crescent News Wants to Know Whom He Would Represent.

Under the caption "Who Would He Represent," the Crescent News, in a recent issue, has the following to say concerning the candidacy of Denton G. Burdick, of Redmond, for the nomination from this district:

"It is becoming apparent that Denton G. Burdick, who is out for nomination for State Representative in opposition to Vernon A. Forbes, is the candidate of the Central Oregon Irrigation Company of Bend. Mr. Howard, manager of the Company, is said to have been most active in bringing Mr. Burdick out, and it is known that he is much interested in seeing Burdick win. One reason for this, it is said, is because Mr. Forbes has been the attorney for the settlers in many of their squabbles with the company, and Howard is therefore hostile to him.

"It is further pointed out that Burdick has been, and presumably still is, an attorney for the C. O. I. Company, having acted in many cases with Jesse Stearns as joint counsel. It has been hinted that those associated with other big Carey Act projects will throw their support to Burdick. Forbes is not popular with them because he has taken the settlers' side in battle of the past, as opposed to the corporations."

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