

# R. R. PLANS TOLD OF IN SPOKANE

## STRAHORN INTERVIEWED ON RETURN

Says Construction Will Begin in Spring If Not This Fall—Lines to Cost \$7,000,000—Tells of Opportunities in Interior Ore.

(Spokane Chronicle.)

Robert E. Strahorn, president of the Oregon, California & Eastern Railway company, announced today that he expects construction to commence next spring or possibly late this fall on the 450 miles of railroad which he will build in Central Oregon; that in addition to the terminals and right of way \$7,000,000 will be put into construction and equipment, and that under the present plans it will take three years to complete the work.

Mr. Strahorn and Mrs. Strahorn returned Wednesday evening from a 3,000 mile trip in their automobile, in which they visited not only the entire route of the railroad, but made many side trips into tributary country, going into the Surprise valley district of northern California and Nevada.

The road which Mr. Strahorn and associates will build is incorporated as the Oregon, California & Eastern Railway company. It is the biggest railroad project of the northwest since the S. P. & S. Milwaukee and North Coast roads were built in Washington. Portland capitalists are reported to be behind Mr. Strahorn in the enterprise.

### Meet Many Ovations.

Mr. and Mrs. Strahorn left Spokane July 11 and have been nearly two months making the trip. Not only do they report the entire journey most pleasant and devoid of accident, but it was almost a continuous ovation tendered by communities anxious for the development Mr. Strahorn is trying to furnish them.



ROBERT E. STRAHORN.

"All surveys have been completed and the 450 miles of road are ready for construction," said Mr. Strahorn today. "We have received substantial assistance from enthusiastic communities which have assured our company of more than \$500,000 towards the finances of the road in addition to furnishing all the right of way and a centrally located terminal in every town.

"Financially plans are well in hand though not entirely completed. But we are prepared to commence work not later than next spring, and perhaps late this fall. Probably one of the first sections to be built will be the 175 miles of road between Klamath Falls and Bend.

### Shorter Route to California.

"When the system is finished Spokane will have a shorter route than any now existing to all California points and a short entrance by either the Hill or Harriman lines via Bend into the interior of Oregon and to the districts of northern California and Nevada. Those going to California, after traveling over the new Oregon, California & Eastern line will have the choice of two routes southward into California—one from Klamath Falls over the Southern Pacific, and the other from Lakeview over the Nevada-California Oregon road."

### Considers Surprise Valley.

Before Mr. Strahorn undertook this Central Oregon construction he had under consideration a railroad from Flanigan, Nevada, north to Cedarville, in the famous Surprise Valley of California, about 60 miles south of Lakeview, Oregon, one of the terminals of the Oregon road he is building. He has now taken up this Flanigan-Lakeview project and is having the survey extended from Cedarville to Lakeview.

Meanwhile the Surprise valley people are rapidly securing right of way and offering other inducements to secure the much desired connections at Flanigan with both the Western Pacific across northern Nevada

through Winnemucca, and with the branch of the Southern Pacific which runs into northern California and affords direct lines west to San Francisco and to all points east. This would make the entire system 600 miles long.

"Although we were away nearly two months, traveling most of the time, we were only in the rail one day," said Mr. Strahorn. "The roads were fairly good all the way with exception of portions of the Pacific Highway between Medford and Eugene and about 100 miles of the last lap, which was through the Big Bend where farmers had been hauling grain, and the roads were cut up and dusty. But contemplation of those magnificent crops of \$1.25 grain was well worth the hardship.

"This Central Oregon country that will be served by the new road has wonderful resources and possibilities," continued Mr. Strahorn. "Tributary to our lines are 3,000,000,000 feet of white pine, with numerous lumber mills already there and needing such a system to provide them with transportation facilities.

"There are vast areas of the finest stock ranges in the world and some millions of acres of splendid dry farming lands; about 1,000,000 acres of irrigable land, of which about half already is irrigated, and 500,000 acres of rich marsh lands which are being drained. All grains and farm products that grow in Washington are raised there.

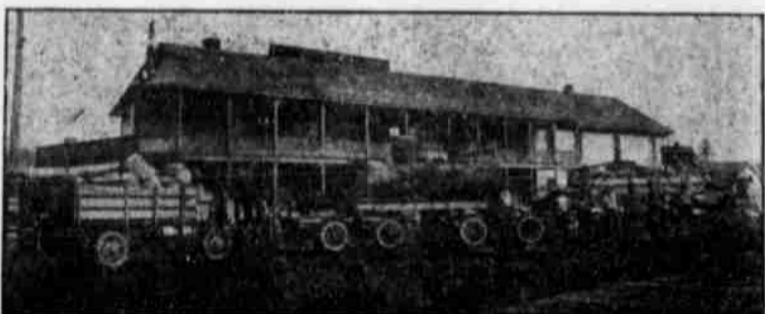
### Gold Awaits Prospector.

"Around Paisley and Lakeview there are rich gold districts awaiting the prospector and men who will develop them. There are also splendid copper deposits.

"In this district there is a larger section of natural hay lands than any other place west of the Missouri, I believe. There is one hay meadow in the Harney country of 100,000 acres. It is owned by the Swifts of Chicago and Corbets of Portland. There are many other large holdings of natural hay lands in the Warner and Summer lake valleys and in the Klamath country."

For farm land loans see J. Ryan service.—Adv.

For sign painting see Edwards.—Adv.



### FREIGHT TRUCKS FOR ALKALI LAKE.

When in town recently, fitting out two large three ton auto trucks and two trailers, it looked as if G. B. Milne, of the American Soda Products Company, of Spreckles, might be fitting out an expedition for the border judging from the outlay of machinery and supplies that was loaded upon the trucks and trailers.

The trucks and auto trailers in charge of Mr. Milne left town heavily

loaded with a huge steam boiler, equipment for the plant and a large amount of supplies. According to reports coming to Bend the trucks with their load arrived in fine condition at Spreckles and the machinery is now being installed.

The hauling of soda ash has been suspended for a time awaiting the installation of machinery which will make possible an increase in the capacity of the plant.

## ELECTING A PRESIDENT

12



GRANT.

War Hero Elected President in 1868.

LINCOLN, having been assassinated, was succeeded in office by Andrew Johnson, who was vice president. The war had ended. Grant had returned a hero. The Republicans nominated the general, while the Democrats put forward Horatio Seymour of New York. The south, having been defeated, again participated in this election and supported Seymour.

The election of 1872 was an exciting one. Horace Greeley, formerly a Republican, had disagreed with his party and ran on the Democratic ticket and the Liberal Republican ticket. Grant was again the Republican nominee. There were four other minor candidates. Grant received 3,597,070 votes and Greeley 2,834,070.

(Watch for the election of Hayes in 1876 in our next issue.)

### Could Not Do Her Cooking.

Mrs. F. E. Hartmeister, Tea, Mo., writes: "I was affected with kidney trouble for two years. I got so bad this summer I could hardly do my cooking. I got Foley Kidney Pills and I feel like a new person." Too many women neglect symptoms of kidney derangement, weak back, swollen ankles and joints, aches, pains and rheumatism. Sold Everywhere.—Adv.

## RIGHT OF WAY GIVEN

Klamath People Whose Tracts are Split are Generous.

(Oregon Journal.)

KLAMATH FALLS, Sept. 14.—Right of way for the proposed Strahorn railway from Klamath Falls to Bend is being rapidly and easily secured, according to Attorney W. S. Wiley, Bert Withrow and R. E. Bradbury, who compose the right of way committee at this end of the line.

Owners of small tracts whose places are seriously split up by the proposed road and who might very reasonably be expected to ask some compensation, have given the title with a readiness that is surprising. It is now believed that the route from Klamath Falls to Sprague river, 30 miles northeast, will be arranged by the time the Klamath Falls bond election is over so that construction on the road can commence this fall.

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