

## RAILROAD RUMOR.

### Columbia Southern Will Connect With C. B. & Q.

Last week THE MINER mentioned the fact that Lon Cleaver, one of the promoters of the Prairie City proposition, was in town accompanied by Christian Anderson, the locating engineer of the Columbia Southern; that they left for the hills, refusing to tell their destination or purpose. Mr. Anderson returned a few days later, unwell. Saturday Mr. Cleaver came in and went on to Baker City. Monday he passed through town again, still as silent as the Sphinx. He left the same day for the west. In this connection, the following story from the Portland Telegram is of interest:

The news has just leaked out that Christian Anderson, chief engineer of the Columbia Southern railway, and who is now lying ill in Sumpter, is in that territory for the purpose of carrying out the plans of that company relative to the building of a line of railroad to Granite from Shaniko. He has a force of men with him and will go over the route from Granite via Prairie City to the junction with the main line of the Columbia Southern, establishing grades, etc. This information is obtained from one who is on the inside of the deal and who vouches for the authenticity of the report.

As has been previously stated in these dispatches, the Columbia Southern has, through various sub-corporations, filed the necessary papers with the secretary of state for extending its line from Biggs to Canyon City, from thence to Ontario, via Prairie City, including branches from Prairie City to Burns, and Prairie City to Granite. It is generally reported that the O. R. & N. company is behind the Columbia Southern. It is also reported in railroad circles that the O. R. & N. and the Chicago, Burlington and Quincy people are on more than friendly terms.

It is stated that the Columbia Southern will connect at Ontario, the state line on the Snake river, with the projected Pacific coast extension of the Burlington road, which it is said will be made either from Billings, Montana, or its Black Hills line. The possibilities and effectiveness of such a line can readily be seen by a glance at the map. It will be 125 miles shorter to Portland than the present route. The grades and curves will be easy—in fact, it will be almost a water level course from the Snake river into Portland, there being only one small range of mountains to cross, instead of three as at present.

Whatever may or may not be the transcontinental connections of the Columbia Southern, the extensions of that road to Canyon City, Granite, Burns and Ontario will open a vast empire lying in the counties of Grant, Malheur and Harney, richer in all the agricultural products, fruits, stock, timber, grains and game than any of the other portions of Oregon noted for their abundance and variety of Nature's gifts. With all this, this wonderful region, which is larger than most Eastern states, is literally lined with gold. In the vicinity of Prairie City, John Day and Canyon City have recently been opened placer and quartz mines which surpass in richness anything yet touched in this great gold belt.

Strawberry Butte unquestionably will be the center of such a rush of prospectors and investors this season as will pale into insignificance the days of '49 in California. Prairie City lies near Strawberry Butte and has just been incorporated as a town, already having 500 people and no little business. With the advent of the railroad it will become a larger center and junction point. Buyers are already pur-

chasing town lots on the strength of Engineer Anderson's visit. A point of note about the Prairie City district is that the richest gold ores are smelting ores, and the mountains are full of limestone. Owners of these properties declare their intention, upon the completion of the Columbia Southern, of forcing the establishment in Portland of a large smelter with sufficient capacity to handle all the ores of Eastern Oregon upon a paying basis to both miners and the smelter. Civil Engineer Philbrick, who has just completed the surveys for the townsite, says that is the richest mineral and agricultural country he ever saw. He took six assistants with him, all of whom have remained in the hills and have gone prospecting.

A well-known railroad man who has just returned from New York and has gone on to Portland, is authority for the statement that the C. B. & Q. is going to make a transcontinental connection with the Columbia Southern. Should this prove to be true, it is stated that the O. R. & N. will hold a full hand of trump cards in the Western railroad world. As the North Pacific Coast terminal of the Great Northern, Union Pacific, Rio Grande and C. B. & Q. its position will be impregnable.

## CONSTITUTIONAL AMENDMENTS

### Four Will Be Voted On at the Election in June.

Four amendments to the state constitution will be voted on at the coming June election—a larger number than was ever submitted to the people at any one time.

First of these is the proposed alteration of qualifications for exercising the elective franchise, popularly understood as woman suffrage.

To facilitate the construction of greater irrigation systems an amendment to the constitution is submitted to the people providing for the necessary use of lands for the construction of reservoirs, etc.

An increase in the supreme judges from three to five is a third proposition of considerable importance that will be decided by ballot.

The fourth is an effort to incorporate in the constitution a provision that no city or town of the state shall be permitted to incur an indebtedness exceeding 5 per cent of its taxable property, and in computing the total indebtedness that already incurred must be included.

Woman suffrage is the only amendment proposed that previously has been submitted to the choice of electors, this being before the people in the election of 1884, when it was defeated by a large majority. Increase of the number of supreme judges is a question of comparatively recent origin, since the work of that tribunal has become so heavy that its members are approximately two years behind in passing on cases submitted for adjudication.

That part of the constitution relating to amendments, paragraph 1, article 17, reads as follows: "And if a majority of said electors shall ratify the same, such amendment or amendments shall become a part of this constitution." Br. Bingham is authority for the statement that every lawyer to whom he has presented the matter agrees that this means a majority of the votes cast must be in the affirmative, else the amendment is lost. The important feature of this interpretation of the law is that a man not voting on the amendment is counted as voting against it. Each voter who leaves the space opposite the amendment blank is virtually saying "no." This demonstrates the necessity of studying up on the amendments and qualifying oneself intelligently to determine one way or the other, and for this reason the committee of lawyers was appointed to agitate the questions of increasing the number of the supreme judges.—Several state exchanges.

Superior job printing at this office.

O. C. McLEOD

R. C. PENTLAND

# O. C. McLeod & Co.

## Real Estate and Mines...



Our real estate business is transacted on a strict commission basis and we seek the best bargains in the market for our customers.

ALL MINING PROPERTIES handled by us are subject to EXPERT EXAMINATION. We have propositions of unusual merit to offer.

For information as to the city or district, call on or write

**O. C. McLEOD & CO.,**  
SUMPTER, OREGON

## Capital Hotel

THOS. KILPATRICK  
Proprietor

Centrally Located.	Headquarters for
Electric Lights.	Commercial and
Newly Refurnished.	Mining Men.
Free 'Bus and Baggage Service.	Passengers Waybilled To all Points on Stages.

SUMPTER,

OREGON.

## Bousum & Spalding

CRYSTAL

ICE

Company

Free delivery of Pure Ice. Leave orders at office of Columbia Brewing and Malting Co., next door to MINER office.