

COLUMBIA SOUTHERN.

A Novelty, in That There Is No Water in Its Bonds.

A projected construction of railway mileage in the United States for 1900 will exceed in the total that of any preceding year. The new territory to be opened is limited, though some still remains, and one of the largest areas of this character is the great Oregon plateau lying south of the Columbia river and between the Cascade and Blue mountain ranges. It is a vast region of country, comprising half the state's area; traversed by numerous streams; embracing great stretches of magnificent irrigable agricultural lands; forests of the finest timber in the north-west, pasture and fruit lands, coal beds, iron and copper deposits, veins of gold and silver bearing ores, the very highest quality of lime, and possibly cinnabar, tin and lead ores.

This country is sparsely settled and wholly undeveloped; pastoral and placer mining pursuits constitute the basis of all the industrial development that exists in the whole region. But with the completion of the railways projected into this empire of undeveloped wealth, a new era will have dawned; and already men who are getting glimpses of the future are crowding in. The hardy and undaunted prospector leads the van. His quest is primarily for gold and the precious metals and, in this instance at his heels comes the railway, without which the stores of natural wealth in the region are valueless.

The Columbia Southern railway is opening the new empire. With the courage of youth, the sagacity of a keen intellect, and goaded on by the consciousness of an empty pocket, Mr. E. E. Lytle, unaided, took up the task three years ago, of putting a first class railroad through the heart of the state from The Dalles on the Columbia river to Ontario on Snake river. In one respect at least, his method is unique, and because of this departure from conventional methods, he met with great difficulty in launching his enterprise. He is building the road on bonds at \$10,000 per mile, while no other standard gauge road in the country is constructed on bonds at less than \$20,000 per mile.

Capitalists expect railroad projectors to make their money out of the cost of construction—in other words to water the fixed charges. Because of this new departure, capitalists were loath to back the Columbia Southern enterprise, but Mr. Lytle rested his faith on the great natural resources of the country he is opening. He reduced the fixed charges to the minimum, and will pass the excess of net earnings to dividends on the stock, of which he owns the control. He is in a position to give the public a standard grade service, meet every legitimate demand of the patrons of his road, aid as no other road can, the development of a new country, and still grow rich.

The Columbia Southern road is fairly under way, being completed to Shaniko, seventy miles out from Biggs, the point of junction with the O. R. & N. on the Columbia, and with reasonable assurance that it will be completed to the upper John Day valley within a year.

From the present terminus the road has two immediate objective points—Prineville, to tap the great timber belt of sugar pine and fir on the eastern slopes of the Cascade range; and Prairie City in the upper John Day. The latter line will traverse a mineral belt that gives unquestionable assurance of great development and wonderful production.—Railway Age.

General Warren's New Townsite.

Steps will soon be taken to incorporate a new town under the name of Mineral

City, situated twenty miles south of Huntington, on the Idaho side of the Snake river, in Washington county. The town is in the center of a rich mining belt. The promoters are also interested in various large mining enterprises in that vicinity. It is said that General Charles S. Warren, the father of the Sumpter Townsite company and president of the Diadem Mining company, is interested in the new town. It may be said that new towns are springing up all over this territory. The excuse for their existence is the large number of mines constantly being opened in certain localities, and careful observers cannot fail to note that there has never yet been a failure in this district of a property once opened up.—Baker City Correspondent in Portland Telegram.

Grant County Republican Convention.

At the Grant county republican convention, held in Canyon City, D. P. King was nominated for sheriff; R. R. McHaley, clerk; Z. J. Martin, treasurer; M. W. Bailey, commissioner; Peter Kuhl, assessor; M. N. Bonham, school superintendent; W. F. White, surveyor; Dan Morrow, coroner; delegates to the state convention, E. E. Luce, George J. Barrett, G. W. Dart, William Rudio, C. G. Guernsey, J. B. Johnson and A. S. Litch.

DEMOCRATIC CONVENTION.

(Continued from page 2.)

W. A. Weatherby secretary of the central committee.

The following officers were nominated without opposition: Representative, W. E. Grace, Baker City.

Sheriff, W. W. Looney, Sumpter. Clerk, George H. Foster, Baker City.

Recorder, C. W. James, Baker City. Treasurer, A. C. McClelland, Baker City.

Assessor, G. W. Jett, Sumpter. Superintendent of schools W. R. Privet, Baker City.

Surveyor, John Hagel, Baker City. Coroner, E. B. McDaniel, Baker City.

For commissioner, W. H. Gleason, Sumpter; J. E. McKinnon, Huntington; A. L. Brown, Rock Creek, and James York, Baker City, were placed in nomination. The first ballot stood, Gleason 60, McKinnon 34, York 19, Brown 10. Mr. Brown's name was withdrawn. The second ballot resulted in the nomination of Gleason, on this vote: Gleason 71, McKinnon 29, York 23.

Precinct officers were then nominated. For Sumpter, W. H. Felix was named as justice of the peace; George Baker, constable; John Biggs, road supervisor. Dan Ferry was named as road supervisor for Bourne. For McEwen, B. R. Mead was nominated for constable; Charles Gardner, road supervisor.

The convention passed a lot of resolutions, thanking every body in sight.

The delegates left on a special train about 10 o'clock that evening.

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