

GREAT "BURLINGTON."

Not Liable to Connect With a Branch Road to John Day.

The Portland papers have recently given much space—that might better have been filled with palmistry fakes, quack medicine miracles and delinquent tax-list swindles—to the idiotic story that the great Burlington railway is going to push its line in through Wyoming and Idaho to connect with the Columbia Southern somewhere down about Prineville or Granite, and form with it a grand, trans-continental highway via Heppner, Moro and Biggs. The wild absurdity of the yarn would have killed it anywhere on earth except in a Willamette creek printing office, before ink and type were wasted on it.

The Columbia Southern is a little branch of the O. R. & N., running through a rich and growing region, where it is valuable and profitable, but it is not yet 100 miles long. The Burlington is one of the five greatest railway systems in the world. It owns, controls and operates nearly 8,000 miles of superbly built and equipped railroad. Its tracks of gleaming steel gridiron eleven of the great central states of the Union—the very heart of the continent. Such cities as Chicago, St. Louis, St. Paul, Minneapolis, Omaha, Kansas City and Denver are strung, like huge municipal jewels in a mighty necklace, along its thousands of miles of lines. Its construction and equipment are unsurpassed upon the globe, and its trains are models of safety, speed and luxury on wheels. Its total capitalization is \$206,939,100; its assets foot up

\$266,993,456; and its earnings for the year ending June 30, 1898, amounted to the gigantic sum of \$42,800,162.

That this magnificent colossus of roads should be reported as building or proposing to build, out in the wilds of the John Day headwaters, to meet and embrace a little 100-mile branch road of any other system, and that the report should find credence enough to secure its publication in a daily paper, would pass belief almost anywhere outside of Timbuctoo or Boor-la-Boola-Gha.

The Burlington is coming to the Pacific Coast—but every indication points to the probability, the almost certainty, of its coming down on the north side of the Columbia. In combination with the Northern Pacific, it has just begun to run a superb daily train through from St. Louis and Chicago, without change of cars, to Seattle, Tacoma and Portland. It has its own line to Billings, Montana, and its engineers have for months past been making tentative surveys of the country over towards the headwaters of the Salmon and Snake rivers. Such a line would bring it in somewhere in the region of Lewiston, and then the absorption or consolidation of the Central Navigation and Construction company's lines and franchises would clear the way to the lower Columbia valley and the coast. There are many glittering possibilities in the nearby sweet subsequently.—The Dalles Times Mountaineer.

Notice to Creditors.

All accounts and notes due me, not satisfactorily settled by May 1, 1900, will be placed in the hands of an attorney and costs added.

Dated at Sumpter, Oregon, April 4, 1900.

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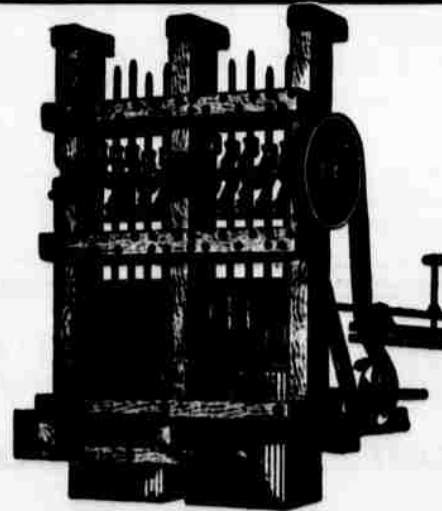
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