

RAILROAD EXTENSION.

Officials of the S. V. and the C. S. Railways Talk.

C. W. Nibley has again taken the public into his confidence regarding his railroad building plans, through an interview in the Portland Telegram. It makes interesting reading, but should be taken with some salt. The Telegram says:

"In a few days construction work will begin on the railroad to Prairie City. It is to be an extension of the Sumpter Valley railroad from Sumpter. Contractors are now on the ground figuring on the work, and the first contract for eighteen miles will probably be let next week.

"The information comes direct from C. W. Nibley, manager of the Sumpter Valley railroad. When seen at the Portland, Mr. Nibley said, further, that everything is progressing as rapidly as could be expected. Permanent surveys have been completed over most of the route, and the way cleared for the contractors on construction work. The road will cost about \$18,000 a mile, but the manager says there is business enough at the other end to justify the expenditure.

"In fact, the road will not depend upon Prairie City business alone, although the country surrounding that city is rich in resources, but will ultimately extend to Canyon City, thence to Burns, and finally will take in the entire southeastern part of the state, which is now without railroad facilities. As rapidly as the country is developed, the road will be extended.

"Although the Columbia Southern has made surveys from Prineville, in central Oregon, to Canyon City, it is not thought by those familiar with the situation that it will ever build in such a way as to interfere with the extension of the Sumpter Valley road. For one thing, there is enough territory within easier reach for the former line in the central and southern portions of the state, and furthermore, a natural watershed divides the two territories, so that one may easily be drained by the Sumpter Valley railroad and the other by the Columbia Southern.

"For either road to attempt to cross the dividing line into the other's territory would be unwise from a business point of view. In short, there is plenty of room for both roads without either crowding the other.

"The only thing, it is said, which would ever induce the Columbia Southern to push east to Canyon City would be for the purpose of making itself an outlet for some one of the transcontinental roads now reported to be heading for Portland."

President Lytle, of the Columbia Southern, is quoted in another issue of the same paper, as follows:

"The Columbia Southern has set no time for the beginning of work on its extension from Shaniko, the present terminus of the road, to Prairie City, Granite, Canyon City, Burns and Ontario. We now have a full corps of engineers and special agents investigating thoroughly the resources of the country to be traversed by the proposed extensions. We have incorporated two companies for carrying out this work. Our surveys have been made, and just as soon as we can satisfy ourselves that there will be enough business in this territory to justify the building of the line in part, or in whole, taking into consideration that we do not want or expect at the beginning a very rich paying business, we will begin the work. We are perfectly willing to take some chances on the future development of the country.

"The exact date when we will commence extending from Shaniko, as I said before, would be difficult to fix just now. We may commence work this summer

and may not commence until next year. I can say this, that from the present outlook, we will probably be in operation to Prairie City and Granite in less than two years. Our policy is to push the lines forward as fast as possible, and at the times when such construction will induce rapid and sound development of the country to be served."

Yamhill People Will Develop a Mine.

A number of North Yamhill, Oregon, people have joined a company for the purpose of developing the Carpenter group of mines in Eastern Oregon. Among them are W. G. Bushee, V. W. Pearce, John Barker, Q. W. Perkins, C. C. Laughlin, Dr. Ernest Barton, Mary E. Stott. The West Side Gold & Silver Mining Company—as the official title of the corporation is known—was promoted by John F. Hoskins, of Sumpter. Dr. Ernest Barton, of this city, is the secretary and a member of the board of directors. When the time came for the flotation of stock of the new company, D. Barton and others went out to McMinnville to see how much stock they would be able to dispose of there. McMinnville agreed to take a great block of shares, but her people subsequently learning that North Yamhill people went there one better, by taking 300,000 shares of stock, McMinnville threw up the agreement and as a consequence, North Yamhill people hold the shares. The West Side Company will use the money from the sale of stock to develop the claims in the Carpenter group, which adjoins the Diadem and the Phoenix mines in Eastern Oregon. The mine is on a ledge rich in copper and gold. The mines are 23 miles from Sumpter, in the Greenhorn mountains.—Baker City Democrat.

F. G. Hull Postmaster at Lawton.

Word was received in Lawton Monday from the fourth assistant postmaster general notifying Mr. F. G. Hull that the petition for a postoffice at this place had been allowed and that Mr. Hull was appointed postmaster. The office will be ready for business as soon as the bond, which has been forwarded to Washington, can be approved and supplies shipped to Lawton.—Lawton Standard.

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