

HERE ARE GOOD RAILROAD STORIES

Scripts' News association sent out the following railroad story from Portland and was published in the Herald last evening.

E. E. Lytle, president of the Columbia Southern, which E. H. Harriman announced yesterday would be extended from Shaniko to Bend, next year, after a conference with Harriman, said:

"The bond issue will be for about \$1,500,000. We will ultimately reach Burns, but the line to Bend is all that is projected under the present agreement, and is all that we can speak definitely about.

"The line will pass through Prineville and thence will head west to Bend, which will be our terminus until we can start work on the Burns line, which, as I said before, is an indefinite proposition."

The O. R. & N. map, which is used by the officials, shows projected lines in eastern Oregon, of which nothing has been heard, and one of these projects for which surveys have been made and plans drawn for a line into the John Day country. This line is believed by engineers who have surveyed the country to be easily feasible, since the John Day valley furnishes an easy grade, and as projected the line would pass through Canyon City, and follow the John Day river toward Shaniko. Such a line would afford an excellent opportunity for a line to the terminus to the Columbia Southern at Burns and besides opening up all of central Oregon afford to the Harriman lines outlets to the interior at Baker City and Biggs, so that time shipments from the east could be sent by these routes, relieving the Pendleton branch of its present traffic."

An Ogden, Utah, dispatch of recent date, says: The Ogden & Northwestern, which is to be extended to Coos Bay, is owned principally by David Eccles, H. H. Spencer and Thomas D. Dee. They are wealthy capitalists and own the controlling interest in the Amalgamated Sugar company, of Utah, with factories at Ogden and Logan, and are also the head of the Utah and Oregon Lumber company, with its headquarters at Baker City, and they own the Sumpter Valley railroad.

Nine miles of the Ogden & Northwestern has already been built north-west from Ogden, and is in operation. Steel has also been ordered for eleven miles more, which takes it to Brigham City, the center of the Bear Valley, of Utah. For the first 150 miles the road will tap a rich agricultural district, the principal product of which is sugar beets. The road is designed to form an outlet for the timber districts of Oregon, both east and west.

The men who are behind it have millions available to themselves and, being connected with the sugar magnates of the east, are in a position to command unlimited capital. It is now thought that there are negotiations now on foot between these men and the projectors of the proposed Coos Bay road, but the Ogden parties decline to be interviewed.

At first it was thought this road would eventually become a part of the Western Pacific, coming from San Francisco through the Beckwith Pass, as Mr. Eccles and his associates own large tracts of timber land in California traversed by that road, and b

made a trip to San Francisco some months ago and met the promoters of that line, but now it is practically admitted that the Coos Bay outlet is desired. At this point the road forms a junction with the Rio Grande Western San Pedro and Oregon Short Line Union and Southern Pacific.

WILL RESUME WORK ON GRIZZLY AT ONCE

P. D. Healy, managing owner of the Grizzly, on McCulley's fork, about five miles from Sumpter, in the Granite direction, will resume work on this property tomorrow. Mr. Healy has received ample funds from his Portland associates for the continuance of development work and he has already engaged a force of men to begin operations. Dr. Parker, of Portland, is president of the company, and it is understood that the Portland owners are ready to pledge all the funds necessary for extensive work.

The Grizzly is regarded as a very promising property, and some very high assays have been obtained from it. Mr. Healy got one assay from the tunnel of \$372, and Dr. Parker had an assay made in Portland from the same locality which went \$300. The tunnel is in on the vein some sixty feet, and there is a shaft down forty feet. The shaft shows average values of \$14.50 with four per cent copper. Nothing has been done for some time, but the company is now in a position to prosecute work continuously.

PICTURE AND BIOGRAPH OF LEE S. OVITT, PROMOTOR.

The Journal for Investors publishes a full page photograph of Lee S. Ovitt and the following biographical sketch:

Mr. Lee S. Ovitt is a notable illustration of the rapidity with which one may forge to the front rank in any undertaking or pursuit to which he consecrates ability, energy and enthusiasm.

Mr. Ovitt comes from good old New England stock, having been born in Derby Line, Vermont, May 31, 1863. In the following year his parents removed to Chicago, where they have since resided. He was educated in the grammar and high schools, and became associated with his father as a furniture manufacturer and jobber until his father retired from business on account of ill health.

In 1900 Mr. Ovitt engaged in the mining and investment business, and is the secretary, trustee and active head of the Turnagain Arm Gold Mining company, as well as a director in the Oregon Development company (which owns and controls the Cracker Oregon gold mines), and fiscal agent of the Golconda Consolidated Gold Mines company.

All of these propositions have passed the financing stage, and Mr. Ovitt is now devoting his attention and energies to financing the Cracker-Jack, his latest proposition, as well as looking after the development of the other properties. The main offices are at Milwaukee, with branch offices in Boston, Chicago, and St. Louis.

As a writer, Mr. Ovitt has a conversational, heart-to-heart style, characteristic of his advertisements and the booklets he has published on mining and investment subjects, which has contributed largely to his popularity and following among investors throughout the country.

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