

WONDERFUL ROAD UP JOHN DAY HILL

Necessary to Travel Four
Miles to Reach a Dis-
tance of Less
Than One.

Umatilla county boasts one of the most picturesque and skillful wagon-road engineering feats in the West.

It is a grade leading down into the John Day canyon, in the extreme southern portion of the county, between Ukiah and Dale, near the Grant county line.

From the top of the mountain down into the John Day river, it is about 5,000 feet, or nearly one mile, so steep and abrupt that it causes the person beholding it for the first time, to draw back in horror, from the almost frightful descent.

From the top of this hill, where the road begins to wind downward, like a serpent, around the sharp jutting points of the hill, and over the gorges that make into the stream below, the silvery John Day river can be plainly seen, and if a team should go over the grade, it is safe to say that it would roll to the bottom of the canyon 5,000 feet below, as there is but a scattering growth of scrub timber at any point on the hill.

But the unpleasant sensations of the first sight are immediately dispelled on starting down the descent. The fine skill of the engineer has laid out a route down the rugged mountain side, by tortuous and winding ways, that makes it possible for a team to trot, with a light load, all the way up the mountain side with but little fatigue.

The grade sweeps to the eastward on a level, or perhaps a slight decline, crosses a deep ravine, turns abruptly to the right, so suddenly, that with an eight-horse team the leaders are coming back on reverse curve before the wagon is off the eastward grade; leads along the mountain side, still on a level, and crosses the same gorge, just a few yards below the first crossing, and coming to a sharp bluff, turns to the left, and makes the same reverse curve eastward again, sweeping along a rugged mountain side at a comparatively easy grade, without a hard pull or a sharp, steep incline at any point.

From the point where the road turns abruptly to the right, to make the first sharp turn, four sections of road can be seen below, winding in and out of the gorges. The plan was so nicely drawn that one of the most precipitous mountain canyons has been traversed with ease, heavy loads can be drawn up this long detour without weariness.

In making the descent from the top of the high bluffs to the John Day river 5,000 feet below, a distance of four miles is traversed, by such easy grades that the mountain is scarcely noticed. The grade is blasted out of a solid rock for a considerable distance, and the roadbed is hard and imperishable, with heavy rip-rapping of logs and timbers at the outer edge of the grade.

This grade was surveyed by W. L.

Lair, now of Walla Walla, in 1888. The state of Oregon appropriated \$12,000 for the purpose of building roads down to the John Day, in Grant and Umatilla county, and a commission, consisting of J. B. Keeney and Robert Sargent (now deceased) of this county, and a man named Davis from Grant county, to expend this amount of money on road construction in the two counties.

Owing to some misunderstanding, as to the provisions of the contract, Grant county refused to take part in the construction of roads from the state appropriations and the total amount was practically expended on roads in Umatilla county, about \$9,000 of the amount being spent on constructing this John Day grade.

It is regarded as one of the most remarkable wagon roads in the West and has been commented on by engineers far and wide.—East Oregonian.

SPOKANE BOYCOTTS BOTH NORTHERN ROADS

Spokane shippers have boycotted the Great Northern and Northern Pacific railroads in favor of the O. R. & N., until satisfactory rates are made by the two former lines.

A few days ago a mass meeting of the Spokane Shippers' association was called for the purpose of taking action and unanimously decided to discriminate against the Northern Securities roads, until they fix a transcontinental rate, which will not exceed the coast rate, plus 25 per cent of the return local rate from the terminal point.

A ringing resolution setting forth the demands of the shippers was passed by a majority, which represents 95 per cent of Spokane's heavy shippers.

The following resolution was passed:

"Whereas, We know that rates of freight to Spokane from eastern points should never justly exceed prevailing rates to terminal points, plus 25 per cent of the corresponding prevailing rate from terminal points back to Spokane;

"Therefore, be it resolved, That until such an adjustment of freight rates can be effected without increasing any rates now in effect, we agree to give all our business to the O. R. & N."

A Business Proposition.

If you are going east a careful selection of your route is essential to the enjoyment of your trip. If it is a business trip time is the main consideration; if a pleasure trip, scenery and the conveniences and comforts of a modern railroad. Why not combine all by using the Illinois Central, the up-to-date road, running two trains daily from St. Paul and Minneapolis, and from Omaha to Chicago. Free reclining chair cars, the famous Buffet-Library-Smoking cars, all trains vestibuled. In short thoroughly modern throughout. All tickets reading via the Illinois Central will be honored on these trains and no extra fare charged. Our rates are the same as those of inferior roads—why not get your money's worth? Write for full particulars.

B. H. TRUMBULL, Commercial Agent, Portland, Oregon.

J. C. LINDSEY, T. F. & P. A., Portland, Oregon.

PAUL B. THOMPSON, F. & P. A., Seattle, Washington.

For Sale

Six Placer Claims, covering nearly all the ground on a creek emptying into Burnt River. This property is near to and parallel with the noted placer grounds of Pine and Cow Creeks in Baker County. All equip for work, with reservoirs, ditches, flumes, pipe and Giant. For particulars see the undersigned.

\$2000

Buy the most sightly ten roomed residence and ground in the city. Nicely finished inside and out. An ideal location. This property will readily bring a rental of 15 per cent on the investment.

\$2000

Will buy one of the most desirable Homes in Sumpter, consisting of an exceptionally desirable lot 50 by 150 feet, nicely improved, barn, and house of six rooms with the complete furnishings. A Piano, and other choice pieces of furniture goes with this. This property will bring 20 per cent on the investment.

\$1000

Will buy another six room house and lot desirably located. This property is now bringing 18 per cent as rental on the above price.

\$200

A choice resident lot near the center of town.

\$75

For a desirable building lot on the hill.

If you are seeking safe and remunerative investments call and see us, as we have some snaps in the way of Business opportunities, Mines and also mine prospects, on which considerable work has been done. Houses and lots, and also vacant lots, on which good money can be made by improving the same. If you have not money enough to build you a home, we will help you, and put you in a position, to put the rent you are paying others in your own purse.

CALL ON OR ADDRESS

Inland Empire Investment Co.

JESSE HOBSON, Manager