

RAILROAD EXTENSION

Columbia Southern to Build 100 Miles Into the Bend Country Without Further Delay.

[Oregonian.]

The Columbia Southern will be extended 100 miles south of its present terminus at Shaniko to reach Bend. This extension will be made within a comparatively short time, and when completed it will open up the Central Oregon country and make the district tributary to Portland.

While it is expected the Columbia Southern and Oregon Railroad & Navigation will be operated in harmony and the work in Central Oregon will be completed after an understanding between the officers of the two lines, the Columbia Southern is to go to Bend under all circumstances.

This much the officers of both the O. R. & N. and the Columbia Southern will concede—that the O. R. & N. intends that there shall be a line built into Central Oregon to hold the trade of that district for Portland and that the Columbia Southern intends to add another 100 miles to its mileage. There may be a connection between the two announcements or it may be the lines will be found fighting for the trade.

President E. E. Lytle of the Columbia Southern returned from New York. He was willing to make the statement that his road intended to build into Central Oregon and that his company did not intend to sell to the O. R. & N. But the details of his plans were something Mr. Lytle would not discuss. Nor have the O. R. & N. officials as yet given out any authoritative announcement of their plans.

New York advices have indicated that the representatives of the Columbia Southern and O. R. & N. were working out a plan whereby the O. R. & N. would guarantee or take the bonds of the smaller line and permit the extension to be built. At the same time the Columbia Southern was negotiating with, or at least had an understanding with, other capitalists. The O. R. & N., too, had the alternative of building its own line under consideration.

It is apparent that negotiations between the two roads are still pending, and the mission of T. B. Wilcox to New York seems to have brought the two interests closer together. That there is a strong probability of the O. R. & N., continuing to hold the Columbia Southern bonds and to add the road in its further extensions is most probable.

From the south the possibility of another line's extending to connect with the Columbia Southern and make the Central Oregon country tributary is one of the possibilities that enters into the present negotiations. Then, too, as a business proposition, a railroad that would tap the Central Oregon country would be a good one. Even should the O. R. & N. extend by building up the Des Chutes, it is claimed the Columbia Southern would still be a moneymaker for its owners.

Since the O. R. & N. owns the original bonds issued by the Columbia Southern, it is not reasonable to assume that the larger line would take any action that might depreciate the value of holdings as long as there was any chance of protecting the investment. At the same time the Columbia Southern is barred, without the O. R. & N. consent, from making a new bond issue applicable to the entire system. The new bonds, however, might constitute a second mortgage issue against the line as far as Shaniko. The interests of the two lines are to this extent identical, and it is logical to assume that the negotiations for an extension of the Columbia Southern

are pretty certain to be successful while the dealings are confined to the O. R. & N. officials.

The Columbia Southern is an O. R. & N. feeder, and this is a factor that inclines the O. R. & N. to act with the smaller line in projecting the road into the southern part of the State. No matter how much the Columbia Southern profits by its extension, the O. R. & N. is certain to secure a share of the returns.

The negotiations between representatives of the two lines have been aided by T. B. Wilcox, the representative of Portland commercial bodies, who has just returned from New York. There is no doubt but that Mr. Wilcox succeeded in bringing Mr. Lytle and Mr. Harriman closer together and in paving the way for an amicable settlement of railroad difficulties. While there has been no definite announcement that Mr. Wilcox was likely to do so, it is believed in railroad circles that he will continue to act with the officials of the two lines. If this is true, the belief that the Columbia Southern will make the extension into Central Oregon is still further strengthened.

Negotiations are understood to be progressing favorably, and an early adjustment is expected. If this is reached the road is likely to be built almost immediately. But in any event it is already assured that Central Oregon is to have at least one railroad. This the Columbia Southern will build.

SEVERE ATTACK OF GRIP Cured by One Bottle of Chamberlain's Cough Remedy.

"When I had an attack of the grip last winter (the second one) I actually cured myself with one bottle of Chamberlain's Cough Remedy," says Frank W. Perry, Editor of the Enterprise, at Shortsville, N. Y. "This is the honest truth. I at times kept from coughing myself to pieces by taking a teaspoonful of this remedy, and when the coughing would come on at night, I would take a dose and it seemed that in the briefest interval the cough would pass off and I would go to sleep perfectly free from cough and its accompanying pains. To say that the remedy acted as a most agreeable surprise is putting it very mildly. I had no idea that it would or could knock out the grip, simply because I had never tried it for such a purpose but it did, and it seemed with the second attack of coughing the remedy caused it to be of not only less duration, but the pains were far less severe, and I had not used the contents of one bottle before Mr. Grip had bid me adieu." For sale by Lee Beall. 11-71

Million Sheep Lost.

Between the ravages of an unusually severe winter and the breaking out of a malignant disease known as "big head" among the flocks within the past few weeks, the sheepmen of Utah, Southern Idaho and Eastern Nevada are afraid that by the time they got their sheep to the summer grazing grounds their losses will amount to about 50 per cent of the number they had last fall. Should this statement be correct the loss in Utah alone will amount to about 1,000,000 head, and would be an unprecedented loss to sheepowners.

Reduced Rates From The East

Commencing February 15th and continuing until April 30th there will be low rates in effect from the East via the Illinois Central R. R., to all Washington, Oregon and Idaho points. If any of your friends or relatives in the East are coming West while these rates are in effect, give us their name and address, and we will make it our business to see that they are given the best possible service. We operate through personally conducted excursion cars, and in fact give you the benefit of the latest conveniences known to modern railroading. We have 15 different routes between the East and the West, and are in position to give you the benefit of the best combinations. Write us and we will give you full particulars. B. H. Trumbull, Com'l Agent Ill. Cent. R. R., 142 Third St., Portland Oregon.

Clean Up.

Citizens of Lakeview are hereby notified to clean up their yards, alleys and streets adjoining their property, without delay.

W. M. HARVEY, Marshal.

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Zac Whitworth Brands with Crop off left ear, Half Undercrop off right for ewes; reverse for wethers. Tag Brand W. Range, Fish Creek. Postoffice address Lakeview, Oregon.