

BIG CAPITAL BEHIND IT.

A. L. Mohler, President O. R. & N. Says Seligmans are Building N. C. O. Ry. to Lakeview.

"The Seligmans of New York, bankers, are building the road that has been constructed northward from the Central Pacific Railway to Madeline, Nev., and that is said to be making for Lakeview, Lake County. Not one dollar of Harriman money is in the enterprise, nor are any of our people interested in the project," said A. L. Mohler, president of the O. R. & N. Company to the Portland Journal.

The statement of President Mohler will be of especial interest, for the reason that it has always been assumed by railroad philosophers that the Harriman people were building the Lakeview line, and it has been asserted times without number that the purpose of the road was to absorb the business of Southern Oregon into that of San Francisco. Apparently, these assertions have been made with insufficient knowledge of the facts. That its construction would be inimical to Portland's commercial interests, is obvious. It would never, could never, contribute to this city's strength. Its southern connection with the Central Pacific precludes the turning in this direction of traffic originating along the line. But, as to the promoting force behind it, President Mohler's statement will appeal to instructed persons as telling the truth.

THROUGH FREIGHT PHASE.
A close study of the transportation conditions governing the relations between auxiliary lines and larger systems, brings to light this fact, that often the building of a branch line merely costs the parent road money without the return of a dollar of profit as compensation. For instance, were the Southern Pacific to build the road now going to the Bohemia mines from Cottage Grove, the lumber that will be sawed in the mountains would be subject to the same tariff on eastbound through business that is charged from Eugene or Springfield. In other words, the Southern Pacific would haul Bohemia lumber to Chicago at the same rate it would haul from Eugene or Saginaw on the main line, literally hauling over the branch for nothing.

It is probable that the Central Pacific as a part of the Harriman system refuses to build the line that has now gone as far as Madeline, for the same reason that the Southern Pacific refuses to build the Cottage Grove line, although it offered liberal concessions to the Cottage Grove line and encouraged it in every manner.

SELIGMANS HAVE INTEREST.
It is said that the Seligmans are a New York banking concern that has mining properties in the country tapped by the Madeline road, and primarily projected it for the purpose of affording transportation facilities therefor. Local rates are charged and there is only a traffic arrangement with the Central Pacific Company.

Its effect upon Portland business will be that it will compel a permanent division of Southern Oregon business with San Francisco. At this time, the bulk of Southern Oregon trade goes to the City of the Golden Gate. Portland secures practically none of it. A company of Portland wholesalers were discussing this proposition recently, and of a dozen very prominent in that line of business only one was found who would say that he had a good trade in the southern portion of the state. The others all admitted that Southern Oregon trades with California almost exclusively.

TEAMING FROM THE INTERIOR.
"I have looked into the matter

with some thoroughness," said Fletcher Linn, manager of the Oregon Furniture Company, "and find that San Francisco has that trade which originated on the railroad as well as that which comes by wagon from the far interior of this state. Teaming outfits haul goods in and products out for an immense scope of country that reaches the Southern Pacific line at various points. Down across the California line at two or three places heavy freighting outfits may frequently be seen pulling out for the interior of Oregon, and before the Columbia Southern was built the traffic was lively between California and as far into Oregon as Prineville, Crook County. Over on the coast in the southern part of the state the same conditions exist, with better sea transportation facilities as the explanation. We who do business in Portland have always been virtually out of touch with that Southern Oregon region and with the people of South-Central Oregon."

CENTRAL OREGON PROBLEM.
President Mohler was asked if he could say anything regarding the intentions of the Harriman people in connection with Central Oregon. He disclaimed knowledge of the reported extension of the Corvallis & Eastern, and said that anything concerning that road would more naturally come within the scope of discussion for the Southern Pacific officials. He stated, however, that he had not yet received word from Mr. Harriman as to his decision, and could not say whether or not the Harriman interests would favor the Columbia Southern or some other line. Mr. Harriman has not intimated to him in the slightest degree what he proposes to do.

Inquiry at the Southern Pacific offices failed to elicit any further testimony in the premises. Manager Koehler being absent at the time. The Corvallis & Eastern runs from Yaquina Bay on the coast, to Indaba. It could probably be extended eastward through the Santiam Pass, tapping the Central Oregon timber lands and going on to Ontario or some other southeastern point. It is owned by A. B. Hammond, who bought it a few years ago when it was bankrupt, paying a couple of hundred thousand for a property costing millions. The C. & E. crosses the Southern Pacific East and West Side lines at Albany and Corvallis.

PORTAGE AND C. S. ROAD.
Portland commercial interests are almost feverishly anxious that action be taken in reference to the Central Oregon transportation problem. They realize the danger incident to delay, and hope that there will be no more of it than is necessary.

However, in the event the portage road goes through, there will be a connection between Portland and the Central Oregon country, by building a connection between the end of the C. S. line and the upper end of the portage, and extending the C. S. line into the central part of the state, the connection thus joined being independent.

Taken with Cramps.
Wm. Kirmse, a member of the bridge gang working near Littleport was taken suddenly ill Thursday night with cramps and a kind of cholera. His case was so severe that he had to have the members of the crew wait upon him and Mr. Gifford was called and consulted. He told them he had a medicine in the form of Chamberlain's Colic, Cholera and Diarrhoea Remedy that he thought would help him out and accordingly several doses were administered with the result that the fellow was able to be around next day. The incident speaks quite highly of Mr. Gifford's medicines—Elkader, Iowa, Argus. This remedy never fails. Keep it in your home, it may save life. For sale by Lee Beall.

THE CAMEL'S HEAD.

"Where the camel's head goes his body follows," says an Oriental proverb. It's the same way with disease. A small opening will give it an entrance and when disease once has a place in the body a large number of ills may follow it.

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"For the past two years I have been a very sick woman," writes Mrs. Chesley, of 103 Woodland Ave., Cleveland, Ohio. "I tried medicines from doctors and to no avail. At last I decided to try Dr. Pierce's Golden Medical Discovery. When I started I was all run-down and had a very unpleasant taste in my mouth. I was choked up, and at times it was very hard for me to breathe. I had severe headaches and cutting pains in my knee joint. Was so weak I could not attend to my work nor walk up or down stairs without the assistance of my brother or some friend. I am now taking the fourth bottle, and am happy to say I feel like myself again. I can go up and down stairs and perform my duties as well as any one. Everything seems to be brighter, and I can assure you that life is worth living."

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LAKEVIEW ENCAMPMENT, No. 18,
C. O. F. meets the 1st and 3rd Thursday evenings of each month in Odd Fellows' Hall, Lakeview. W. S. BLAIR, C. P. W. J. MOORE, Sec'y.

NEVADA CALIFORNIA OREGON RAILWAY
SIERRA NEVADA ROUTE

To take effect, Tuesday, Apr. 1, 1902.

No. 1	No. 2
9:00 a. m. Lv. Reno	5:30 p. m.
9:47 a. m. Lv. Sacramento	4:50 p. m.
10:30 a. m. Lv. Colusa	4:28 p. m.
10:30 a. m. Lv. Francisco	4:10 p. m.
11:10 a. m. Lv. Marysville	3:30 p. m.
11:50 a. m. Lv. Yuba	2:45 p. m.
12:48 p. m. Lv. Chato	2:18 p. m.
12:50 p. m. Lv. Cameron	2:10 p. m.
12:58 p. m. Lv. Red Rock	1:47 p. m.
12:58 p. m. Lv. Constantia	1:35 p. m.
1:15 p. m. Lv. Dixie	1:15 p. m.
1:40 p. m. Lv. Logan	12:30 a. m.
2:30 p. m. Lv. Amesley	12:30 p. m.
3:00 p. m. Lv. Amesley	11:30 a. m.
3:25 p. m. Lv. Hot Springs	11:15 p. m.
3:55 p. m. Lv. Murray	10:47 p. m.
4:26 p. m. Lv. Reno	10:20 p. m.
5:25 p. m. Lv. Horse Lake	9:40 p. m.
5:50 p. m. Lv. Waverly	9:10 p. m.
6:30 p. m. Lv. Terro	8:35 p. m.
7:15 a. m. Lv. Dixie	7:55 p. m.
7:40 p. m. Lv. Modoc	7:30 a. m.

SIERRA VALLEY RY.

5:00 pm	10:30 am	Lv. Plumas	At 4:00 pm	9:30 am
5:45 pm	11:20 am	Lv. Yuba	At 3:15 pm	8:40 am
6:30 pm	12:30 am	Lv. Beckwith	At 2:30 pm	7:50 am
7:20 pm	12:50 am	Lv. Fairville	At 1:40 pm	7:00 am

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