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MILWAUKEE MAY INVADE OREGON

Distinguished Party of Railroad Officials Secret-Tour the State

That President A. J. Earling, of the Chicago, Milwaukee & St. Paul railroad, did not hurry east from Seattle after the completion of a tour of inspection of the company's lines in the Puget sound district, but instead traveled quietly into Oregon and through the entire central part of the state in auto, is the report that has just reached here, says the Portland Journal. With him were a number of eastern capitalists and heads of large industrial propositions. He left Seattle about two weeks ago.

The party that traveled with President Earling in Washington included Percy A. Rockefeller, of New York, chairman of the executive committee of the Chicago, Milwaukee & St. Paul; John D. Ryan, of New York, president of the Amalgamated Copper company; M. Hobgen, of Butte, president of the Montana Power company; S. F. Fryor, of St. Louis, vice president of the Simmons Hardware company; Ray Maris, of New York, of the banking firm of White, Weld & Co.; Lawrence Fitch, of Milwaukee, and Dr. James C. Greenway, of New York City.

Whether all of these distinguished men and financiers accompanied President Earling on the tour of central Oregon is not known, for so well were their movements concealed that those likely to spread the news had they known that the prominent railroad head and builder was in that part of the country, were left in the dark. In this respect the tour strikingly resembled that made by John F. Stevens, who while reconnoitering for James J. Hill, traveled over central Oregon in the disguise of a cowboy under the name of Samson. The result of his investigations at that time led to the subsequent construction by Mr. Stevens for the Hill system of the Oregon Trunk line.

That the Chicago, Milwaukee & St. Paul will eventually extend its own line into Portland is regarded as practically settled and while President Earling's inspection of central Oregon at this time may have been for the purpose of becoming personally acquainted with conditions and prospects in central Oregon, it is also regarded very probable that he is entering plans for invasion of that immense territory now tapped only by the Hill and Harriman systems.

The Chicago, Milwaukee & St. Paul is making rapid development in the Pacific northwest and by building into Central Oregon at this time by way of Portland, it would get a goodly share of a developing business now divided only by two roads.

At various times it has been rumored that the Chicago, Milwaukee & St. Paul has figured on the purchase of the Oregon Water Power division of the Portland Railway, Light & Power company, including the line to Troutdale and Estacada over which it would find easy access to the city and excellent terminal facilities on the east side of the Willamette, south of the Hawthorne bridge. The Estacada line, too, would give it entrance into central Oregon if extended. For preliminary surveys show that an extension from Cassadera into Warm Springs Indian reservation could be effected through a very favorable pass at a comparatively small cost. Such a project has been pronounced very feasible by a number of expert railroad builders and it is said this course would be pursued should the property be acquired by the Chicago, Milwaukee & St. Paul system.

The Bend Bulletin adds to the above that the party of railroad men referred to by the Journal stopped one day in Bend and came on to Paisley at which place they let it be understood they were going in search of land.

NORTHWEST NEWS

O. M. Plummer, General Manager Pacific International Livestock Exposition, to be held at Union Stock Yards, North Portland December 8-13, 1913, advises that the advance sheets of the preliminary classification are about ready for the printer. The premium list will cover over \$10,000, and will include beef and dairy types of pure bred cattle, also pure bred hogs, sheep and goats, as well as fat classes of cattle, sheep and hogs, both in car lots and as individuals.

A cash payment of \$250,000 down, to Dr. Friedmann, discoverer of the turtle serum cure for consumption, with \$200,000 more in sight within the first year were salient features in a discussion between Friedmann and a big New York drug firm. The plans called for a central station and laboratory in that city where the serum would be made and distributed. It will be sold to physicians and hospitals, but patients who are unable to pay for their treatment will be furnished with serum free through hospitals, or physicians.

THE WORTH OF GOOD ROADS.

There never was a time when the road question received so much attention from all classes. Formerly rural highways were regarded as a problem for rural people, but with a gradual tendency to increase the county tax for road purposes on all property the interest of all classes of people is enlisted. Good roads are costly from the standpoint of dollars and cents; but, after all, they are worth it. On this question we feel that the reply of a statesman to whom it was pointed out that the cost of living is higher in America than in any other country might find application. "It is higher," said he, "but it is worth more to live here than it is anywhere else in the world." We think that the same sentiment might be expressed in favor of good roads. It costs money, to be sure, but they are worth all they cost.—Homestead.

CALIFORNIA PUSHING

ITS GOOD ROADS WORK.

Expect to Complete System of Twenty-seven Hundred Miles in 1915.

California has become a good road builder—that is, she has taken up the work as a corporate commonwealth. Two years ago the people of the state voted an \$18,000,000 bond issue for this specific purpose. The funds being available, the actual work of construction has begun. The total mileage contemplated by this act amounts to 2,700 miles, and it is expected that the work will be finished in 1915.

The farmers and dairymen are right on the job, and they may not only make these roads of good use in their daily business, but at the same time they and their families may avail themselves of joy rides to their hearts' content. The construction of this great system of public highways has already begun, the work being in charge of the California highway commission, a body of three members, appointed by the governor of the state.

Generally speaking, the system will include two great highways connecting the northern and southern parts of the state, one running down the coast line, and another inland following the course of the valleys of the Sacramento and San Joaquin. Branching off from these two trunk lines will be lateral roads connecting county seats and other important centers of population.

The specifications in general make the following demands: Right of way not less than forty feet wide and as direct between objective points as possible, grades not to exceed 7 per cent even in the mountainous parts of the state, curves as open as possible and in no case more than fifty feet in radius; as many culverts as are necessary to carry off all surface water; a traveled way under ordinary conditions of twenty-one feet and in the mountains sixteen feet wide, so paved and surfaced as to be hard and smooth under all climatic conditions; smoothly graded roadbeds to provide for future tree planting.

CONVICTS ON JERSEY ROADS.

Fail to Work With a Will Their First Day in Chill Winter.

For the first time in the history of New Jersey public roads are being repaired by convict labor. Sixteen men from the state prison in Trenton were taken from the institution and hauled in a stage to the White Horse road, a few miles distant.

Practically all of the prisoners had been serving many years, and they were unused to the biting blasts of winter, but they went to work with a will, and the authorities were highly pleased with the first day's experience. The men were under two guards, and at noon a dinner was served for them in a wayside hotel. They were sent back to the prison at nightfall.

Pointer on Road Metaling.

Hillsboro county, Fla., has a considerable extent of good roads, about 100 miles approximately, most of which has been improved within a few recent years. One of the county commissioners in an interview recently laid particular stress on the necessity for an adequate thickness of metaling. He maintains that these should be of macadam construction, at least eight inches of stone on the sides and ten inches in the center. Even more would add to the longevity of the road, in his judgment.

Good Roads Mean Money.

The people need to be educated to the fact that money spent for good roads is not money thrown away, whereas money spent for makeshift improvements is worse than thrown away.

GOOD ROAD GRIST.

A bad foundation insures a bad road, no matter how much attention is paid to the surface. Consider the traffic to go over the proposed road and then select the material to be used. To make a split log drag use red cedar, red elm, box elder, soft maple or willow. The earth road should have some friends who will drain it and then drag it after every hard rain. Every county that has in it an active good roads organization is improving the roads.

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LIMITED TRAINS EAST

The train leaving Bend 6:45 A. M., Redmond 7:24 A. M.; Terrebonne 7:36 A. M.; Culver 8:09 A. M.; Metolius 8:30 A. M.; Madras 8:40 A. M.; Manlio 10:40 A. M., makes direct connections at Fallbridge with limited train East via Spokane, Portland & Seattle Ry.

Train schedules and other details will be furnished on request. Baggage checked and sleeping car accommodations arranged through to destination if desired.

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