

Statesman Contest to Close December 2

In place of November 18. It was formerly announced that The Statesman's great \$2500 contest would close November 18, but owing to the numerous requests of a majority of the candidates concerned it has been deemed advisable to prolong the contest two weeks. No one has yet such a decided lead that the two extra weeks will make any difference in the outcome of the contest. The results have been very satisfactory to The Statesman, and so far as it is concerned it would prefer to have the contest close November 18. Below are two of the many letters which have been received by the manager of the contest department, asking for a continuance of the contest. It seems that only one or two candidates took a decided interest in this affair up to three weeks ago, and those few did not get such a decided lead that a difference of a week or two will place them at any disadvantage.

The Contest will Positively Close Saturday Night, December 2nd.

No further continuance will be made—all candidates may rest assured of that. No matter whether the entire number of candidates desire another extension, it will not be made, as The Statesman does not feel it would be fair to those who entered the race on the start to keep putting off the closing from week to week. Therefore it is positively asserted that this contest will close on Saturday, December 2. Get all the votes you can in the meantime. One of the reasons for making this extension was so the candidates would have the opportunity of seeing their country friends. There are many friends and relatives living in other places who can be called upon to subscribe and who will do so if given ample time to turn in their subscriptions. Now that the contest will close December 2, in place of November 18, there are six weeks remaining, and this will give all an equal chance to see every friend and relative in the country and get the votes on the subscriptions.

Don't put off getting your votes until the last week.

but bring in your subscriptions as soon as possible. The extra vote offers are not to be overlooked by any means, as every ballot counts. The house and lot valued at \$1500 is going to be given to some one, and it may as well be you as a competitor. With six weeks still remaining you can get a great many votes, and the extra time will be to your advantage.

The contest department will be glad to help candidates in any way possible.

FOLLOWING ARE TWO OF THE MANY LETTERS RECEIVED RECENTLY BY THE CONTEST DEPARTMENT OF THE STATESMAN:

What a Salem Candidate Has to Say:

(Four other letters along the same lines as this one have been received from candidates from the first and second districts, and the majority of the letters are from the leading candidates, voicing a desire to have the contest extended.)

Salem, Or., Oct. 18, 1905.
J. A. Malcom, Mgr. Contest Department, Salem, Or.:

My Dear Sir—I am one of the leading candidates in your contest from Salem and I desire to ask if you cannot extend the contest for two or three weeks longer than the scheduled time—November 18. I have so many friends whom I desire to see and who I know will subscribe if I can only get an opportunity to see them. Many of my friends live in the country, and as I can not get out there every day I would appreciate it very much if you could arrange with the management of The Statesman to prolong the contest. I have talked to several of the candidates in my and other districts, and they are all anxious to have you extend it. I think you could do this and be fair to all of us, as each one will have the same opportunity the last two weeks. Not one of the candidates entered the contest with much determination until a couple of weeks ago, and as the time is so limited from now until the end it means that we will not have the opportunity of seeing more than half our friends, and thus lose many votes.

Trusting that you will be able to arrange this extension, which is the desire of a majority of the candidates in my district, at least, I am,
Yours very truly,
Miss

The Request of a Candidate from an Outside District:

(This is one letter out of many expressing the same desire. It seems that all candidates are anxious for the extension of time in the contest. Hence the decision to prolong it until December 2.)

J. A. Malcom, Mgr. Contest Department, Salem, Or.:

My Dear Sir—I have just become thoroughly interested in The Statesman's house and lot contest and it is now over half over. Other candidates in my district feel that the time for getting votes is too limited; not giving us an opportunity to see our friends and solicit subscriptions from them. If I get a petition signed by a majority of the candidates to have the contest extended two or three weeks would you consent to prolonging it? I think it would be fair to one and all, as we would all have the same opportunity to get votes the last two weeks. The way it is now I do not have an equal show with the other candidates, as many of my friends live in Portland, Eugene and other cities. I feel sure that other contestants in this district feel the same as I do about this proposition, and if you can arrange to have the contest close about December 2 or 7 I think it would be a great help to all concerned, as we would then feel that we had an equal show.

I am working very hard now, but do not feel like going ahead until I know your decision in the above matter. If you want me to I will get up a petition for an extension, which I know the majority of the candidates will sign.
Yours very truly,
Miss

REMEMBER THAT THIS CONTEST WILL POSITIVELY CLOSE SATURDAY, DECEMBER 2. NO MORE EXTENSION OF TIME WILL BE MADE UNDER ANY CIRCUMSTANCES.

The \$1500 House and Lot will have an owner December 2.

BIG RAILROAD PROJECT THRO' WESTERN OREGON

Statesman's "Paper" Railroad Resolving Into a Reality.

FROM PORTLAND TO ROSEBURG

Latest Indications Are That Goulds Are Behind the Gigantic Enterprise.

(By the Associated Press.)

OREGON CITY, O., Oct. 20.—(Special)—After a conference in this city with Messrs. Rhodes, Sinkler and Butcher, bankers of Philadelphia, W. P. Hawley, a local capitalist, manager of the pulp and paper plant, made the statement that eastern capital was preparing to build an electric railway between Portland and Roseburg, the first section running from Portland to Salem, running south on the west side of the Willamette valley to a point between Hubbard and Aurora, an bridging the river to a point on the east side, thence to Salem. Through the rich country south of Salem on the west side of the valley, it is proposed the road shall go to Eugene and south, by a route yet to be determined, to Roseburg.

At Eugene it is proposed to connect with what is said ultimately to be a transcontinental line, backed by the same interests. This road will extend from Ogden to Coos Bay on the Oregon Pacific Coast. Just what route the Ogden road will take is not known, but it is said that the plans of the backers contemplate acquiring the Western Nevada, California and Oregon railway which extends from Reno, Nev., to Alturas, Modoc county, California. One report says that the road has already been acquired. In Nevada the transcontinental road will connect with Gould's Western Pacific, Ogden & San Francisco system.

In this city, it is said, the road will run over the tracks of the Portland Consolidated street system, recently purchased and reorganized by the Seignin-Clarke syndicate of Philadelphia and New York. The entire plan of operations as outlined in the above is said to be one of the schemes for the invasion of the west by the Goulds.

W. P. Hawley owns thirty miles of water rights on the Santiam river, and it is understood the power generated on this river will operate a large section of the proposed road.

It is understood that Messrs. Rhodes, Sinkler and Butcher are heavily interested in the lighting plants at Salem and Eugene.

Statesman's Attitude Confirmed.

The above dispatch, which comes by the Associated Press to The Statesman, is only confirmatory of the series of articles which has been published in The Statesman for the past two months, and upholds the position exclusively taken by The Statesman along that line between this city and Portland, and doubtless farther south, was positively assured. It has been known, and so stated in The Statesman upon several occasions, that the new combination of railroad interests incorporated the taking over of the Hawley water power interests on the Santiam, and this admission from Mr. Hawley only strengthens the attitude of The Statesman in past publications.

The road spoken of in the Associated Press dispatch, as contemplating building to Alturas, California, is none other than that proposed to build from Huntington south through eastern Oregon to Alturas, Modoc county, California, as published in The Statesman two weeks ago, in the articles of incorporation of which New York capitalists were named as the incorporators of record. It is possible that the Goulds are behind this project, as hinted at in the dispatch.

Each day brings new developments in prospective railroad construction throughout the Willamette valley, and each new development makes it more certain that railroads will be built and that in the very near future. The latest move to be publicly announced in that connection is a proposed line of railroad through the valley to start from Roseburg and terminate at Portland. This line is projected by President T. R. Sheridan of the Roseburg National bank, and the general supposition is that the George Gould interests are behind him. Mr. Sheridan has already petitioned the Portland city council for the privilege of constructing a line of railroad on Front street in that city, which leads to the conclusion that it is the intention of entering Portland by that route in the event of the construction of the road.

The difference of opinion as to the interests back of this scheme, for, while it is suggested that it is Gould, or some other powerful financial interest in New York, locally the belief, in railroad circles, is that the movement is but a new scheme of Harriman fostered for the purpose of discouraging other projects of the same nature.

The most feasible prospective line between this city and Portland, and even to points farther south, is regarded as that being promoted by the new and powerful financial interests back of the Citizens' Light & Traction Company, which is being managed by local Manager A. Welch, assisted by Mayor Waters, in procuring the right of way.

For this proposed route the survey has been completed as far as Woodburn, where it is probable the line will run parallel with the Southern Pacific, but it will deviate from that course a short distance below Woodburn and

run down to and across the river at a point near Boone's Ferry and continue into Portland on the west side. It is also understood that all or nearly all of the right of way for this project has been secured and it is officially announced that the actual work of construction will start from this city within sixty days.

As an evidence that these mean business and that the road will not be built upon paper alone, it develops that they are buying up all of the electric light and power plants all along the proposed route, and the fact that they have taken over the Eugene-Springfield plant gives color to the belief, although yet unannounced, that it is the intention of extending on as far south as Eugene, at least, and perhaps farther. A deal has also just been closed whereby these interests have taken over the Albany plant.

It is understood, although as yet unconfirmed, that a deal has practically been closed by which the plant of the Union Light & Power Company, with headquarters at Aurora, will be absorbed in a few days. This latter company owns extensive water power rights on Silver creek, which, taken together with what the people back of the local plant, principally the firm of Rhodes, Sinkler & Butcher, a large banking institution of Philadelphia, control on the Santiam will give them sufficient power to operate any railroad system which they might contemplate, besides local light and power systems.

When approached for other contemplated electric lines in the valley, Manager Welch preferred not to discuss those plans, but ventured the information that the company desired first to get the Salem-Portland project out of the way before taking anything else up in a definite way. It is certain, however, that other lines, reaching out in different directions from this city, are in prospect and that preparations are being made for the consummation of such deals, procuring right of way privileges, etc., but little progress is being made upon them for the reason that greater attention is being paid to the Portland road. A meeting of the people of Woodburn will be called for Monday night of next week when the proposition of the concession of terminal grounds for the line at that place will be presented them.

An confirmation of the survey between this city and Portland, the Gervais Star of yesterday says:

Surveyors are running a line for an electric line to connect Salem with Portland. B. B. Herrick and a crew of six men arrived at Gervais Wednesday night, having located a line from Salem to this point.

It does not follow any of the previously surveyed routes. It is proposed to make it as direct a route as possible. It is probable that the line will parallel the S. P. Co. between Salem and Woodburn, thence direct to Portland by way of Wilsonville and cross the river at or near Boone's Ferry.

It is the intention of the new electric line not to cross the S. P. Co.'s line, but remain on the west side of the track altogether.

VICTIM OF FIRE

SISTER M. CYRILL OF SACRED HEART ACADEMY FATALLY BURNED BY ACCIDENT.

Janitor Leaves Kettle of Naphtholeum on Kitchen Stove to Thaw Out and It Boils Over—Carelessness Causes Life of Innocent Sister of School.

A most distressing accident, and one which is expected to prove fatal, occurred at the Sacred Heart Academy shortly before noon yesterday, when Sister M. Cyrill was most seriously burned about the body and face and to such an extent that her recovery can hardly be hoped for. At last reports, last evening, however, she was reported to be resting as easy as could be expected under the circumstances, and that she was still conscious, although suffering intense agony from her injuries.

The accident occurred through the janitor, or some workman about the academy, placing a vessel filled with naphtholeum upon the kitchen range to warm it and evidently forgot it, for it began to boil over and run over the stove, where it caught fire. It was discovered by Sister Cyrill, who, in her heroic attempt to save the building from ruin, sought to snatch the overflowing vessel of combustible fluid from the stove. Her garments caught fire, and although the other sisters and students rushed to her assistance, she was not rescued from her perilous predicament until her clothing was almost entirely burned from her body and the flesh was scorched and seared from her feet to the top of her head.

From the institution it was impossible to learn the lady's name before she entered the institution, but this will develop after death. Up to an early hour this morning the patient was still alive, but the chances for her surviving the night was regarded as disparaging. Sister Cyrill is over 50 years of age, and this is looked upon as a strong chance against her recovery. She has been in the service for more than twenty-five years.

Later: Sister Cyrill died at 5:30 a. m., October 24, 1905.

BIG CROP NEVERTHELESS.

The harvest of the apple crop on the Wallace farm, which has been in progress for the past few days, was completed last evening, and the crop has been gathered in good shape, being less in quantity than that of last year, but in quality the fruit is excellent. The yield of this orchard is not small, however, withstanding the short-age this year, being 2500 bushels.

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	Pub. Price.	Our Price.
CLUB A—		
Twice-a-Week Statesman	\$1.00	
Pacific Homestead (weekly)	\$1.00	
Northwest Poultry Journal	\$.50	
Total	\$2.50	\$2.00

CLUB B—		
Twice-a-Week Statesman	\$1.00	
Twice-a-Week Portland Journal	\$1.50	
Northwest Poultry Journal	\$.50	
Total	\$3.00	\$2.00

CLUB C—		
Twice-a-Week Statesman	\$1.00	
Twice-a-Week Spokesman Review (new)	\$1.00	
Northwest Poultry Journal	\$.50	
Total	\$2.50	\$2.00

CLUB D—		
Twice-a-Week Statesman	\$1.00	
Weekly Oregonian	\$1.50	
Northwest Poultry Journal	\$.50	
Total	\$3.00	\$2.50

CLUB E—		
Twice-a-Week Statesman	\$1.00	
McCall's Magazine	\$1.00	
Pacific Homestead (weekly)	\$1.00	
Hoard's Dairyman	\$1.00	
Northwest Poultry Journal	\$.50	
Total	\$4.50	\$3.50

CLUB F—		
Twice-a-Week Statesman	\$1.00	
Northwest Horticulturist (M)	\$.50	
Pacific Homestead (weekly)	\$1.00	
Northwest Poultry Journal	\$.50	
Twice-a-Week Portland Journal	\$1.50	
McCall's Magazine	\$1.00	
Total	\$5.50	\$3.50

CLUB G—		
Twice-a-Week Statesman	\$1.00	
Woman's Home Companion	\$1.00	
Pacific Homestead (weekly)	\$1.00	
Northwest Poultry Journal	\$.50	
Weekly Oregonian	\$1.50	
Total	\$5.00	\$3.75

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CUT THIS OUT

To the Northwest Poultry Journal, Salem, Or:

Enclosed please find 10 cents for a three month's trial subscription to the Northwest Poultry Journal. If I do not stop it at that time you may continue to send it and I will pay 50 cents within six months for a year's subscription. If not paid till the end of the year the price will be 60 cents.

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