## Crook County Journal

## COUNTY OFFICLAL PAPER, $\$ 1.50$ YEAR



 railroad construction in pushing
the Pscific Coast extension of the the Pacific Coast extension of the
Milwaukee system through from miles, in three years. Henry's local representatives say that if
they are successful in getting the number of men they want they wil make another new record in build-
ing this second link in the Oregon ing this
Trunk.
The contract awarded lart week is for a greater milage than that of
the first section, which Porter Bros. are now building from the mouth of the Deschutes River to Miadras, a
distance of 109 miles. The co distance of 109 miles. The con-
struction of the line from Madra south to the reservation is no fraught with nearly so many en
gineering difficulties ss gineering difficulties as the initia
link has been, for the road will link has been, for the road wil
span a broad open tableland as span a broad opes from the Des
soon as it emerges
chutes Canyon. There will be fills or deep cute, no expensive bridges or mountainous detours
and no serious grades to climb, so and no serioue grades to elimb, so
that construction will be compara tively rapid.
Plans and specifications call for the same high-olass standard of construction that applies to the
line in its progress from the Columbia River to Madras. At no place in the course of the
125 miles of new line will there be an adverse grade in excess of 1 pe cent. One per cent is the max imum of southbound grade, while per cent is the maximum adverse
northbound grade. For most the distance the most excessive
grade is around $3-10$ of one grade ent,
per cent
There will be practically no corves worth mentioning and with
the 90 .pound steel and heavy rock the 90 -pound steel and heavy rock ballasting that are required a norme maintained by passenger trains The heaviest freight trains may be moved by moderately powerful on-
gines without the aid of helpers, While the bridge across Crooked
River is 17 miles south of Madras River is 17 miles south of Madrae
and would naturally be embrace in the contract for the new exten-
sion, it is not included. This struc ture will be erected by the Orego Trunk people themselves.
railroad company will also lay it rairrad company wis and is preparing to follow closely at the heels of the graders country which the new line will tap and it is for that reason that
the Hill people desire to be the first on the ground. From Mad the next important town in the interior, passing, however, through which have sprung up since James

gon. The moot important tomn (CIRCUIT COURT


 $\left|\begin{array}{l}\text { Trunk aiready owns considerable } \\ \text { property in and around Bend and } \\ \text { affiliated corporations are building }\end{array}\right|$ Gra | property in and around Bend and |
| :--- |
| affiliated corporations are building |
| swamills for the parpose of work- |
| ing up the many billions of feet of | ing up the many billions of feet of

timber immediately adjacent to | the town. The mammoth D. I. P. |
| :--- |
| irrigation project will be tapped | irrigation project will be tapped

by the new extension and direet access to a huge empire of unde-
veloped agricultural and grazing A Long List of Civil Cases veloped agricultural and grazing
lands will be afforded, to say nothlands will be afforded, to say noth-
ing of furniehing an outlet for the ing of furnishing an outlet for the
vast Weyerhaeuser timber holdings in the Klamath cunbery. There
in
are more than $20,000,000,000$ feet are more than $20,000,000,000$ feet
of sugar and yellow pine tributary of sugar and yellow pine tributary
to the Klamath country, enough to make 100
100 years.
100 years.
Lava, Rosland, Odell and Cres
cent will be other centers of cent will be other centers of popu
lation, which the new Hill line will pass througb, but perhape more important than all of these
will be the fact that the road will pass within 10 or a dozen miles of that grandest of all grand Oregon
scenic regions, the Crater Lake Reservation.
At the Oregon Trnak offices i was announced that the second
link of the line would conform in struction of the 109 miles. It wa further stated that the contractors
will lose not a moment's time in
putting as many camps into the full quota of men and teams: Ad-
vantage is to be taken of the sum vantage is to be taken of the sum-
mer weather and while January 1 the date fixed for the completion pect that the line will be opened to the Klamath reservation before With the two contracts now awarded, Mr. Hill under the direction of John F. Stevens the head of the Oregon Trunk, will
have 235 miles of road through the tate by the beginning of next year. He will also bave spent by hat time something like $\$ 12,000$, state in 18 months. This is exclusive of the $\$ 1,500,000$ stee
bridge across the Columbia hoo bridge across the Columbia hook-
ing up the Oregon Trunk with the North Bank for the purpose of di rect physical connections with
Portland for Pacific Coast water terminals and for throug route to the East via Spokane. With a horde of surveyors no operating along the Klamath I dian Reservation pushing their
way southward toward Klamath way southward toward Klamsti
Falls, the gateway to California Falls, the gateway to California,
and with preliminary reconnais-
sance work done from Bend miles eastward toward Burns and the Harney Valley, the inference is plain that more construction work will be undertaken by the Oregon Trunk long before the pres--Telegram. hould be lett to the furlisidetton of
the elty government of Madras, an
 large should not be chlled upon to
bear ton then and bear the burd not be called upon to
the jurisdiction of what is within This concluslon apples not only t
the clty of Madras but to all munlet

palttee withtu Crook county w | painters withtn Crook county. We |
| :--- |
| say this not in any spirit of eriticlem |




